



Arklow Bank Wind Park 2

Environmental Impact Assessment Report

Volume II, Chapter 21: Population and Human Health (Revised March 2026)

| Version | Date | Status | Author | Reviewed by | Approved by |
|---------|------------|-------------------------------------|------------------|------------------|-----------------------|
| 1.0 | 20/05/2024 | Final (External) | BiGGAR Economics | GoBe Consultants | Sure Partners Limited |
| 2.0 | 05/03/2026 | Final External (Revised March 2026) | BiGGAR Economics | GoBe Consultants | Sure Partners Limited |

Statement of Authority

| Author Name | Qualifications | Experience |
|------------------|--|--|
| Simon Cleary | <p>MA (Hons) in Economics and Mathematics</p> <p>Member Institute for Economic Development</p> <p>Member Economic Development Association Scotland</p> | <p>Simon Cleary is the Energy Transition Director at BiGGAR Economics and has 15 years of experience in considering the social and economic impacts of renewable energy projects</p> |
| Joanna Galbraith | <p>MA (Hons) in Economics</p> | <p>Joanna Galbraith is an economist at BiGGAR Economics with 5 years of experience in considering the social and economic impacts of renewable energy projects</p> |

Contents

| | |
|--|-------------|
| STATEMENT OF AUTHORITY | I |
| CONTENTS | II |
| FIGURES..... | II |
| TABLES..... | II |
| GLOSSARY | VIII |
| ACRONYMS | XI |
| UNITS | XIII |
| 21 POPULATION AND HUMAN HEALTH | 1 |
| SUMMARY OF CHANGES | 1 |
| 21.1 INTRODUCTION..... | 2 |
| 21.2 REGULATORY BACKGROUND..... | 2 |
| 21.3 CONSULTATION | 6 |
| 21.4 STUDY AREA | 9 |
| 21.5 COMMUNITY INVESTMENT..... | 10 |
| 21.6 METHODOLOGY..... | 11 |
| 21.7 ASSESSMENT PARAMETERS..... | 30 |
| 21.8 IMPACT ASSESSMENT METHODOLOGY..... | 36 |
| 21.9 ASSESSMENT OF THE SIGNIFICANCE OF EFFECTS | 49 |
| 21.10ASSESSMENT OF PROJECT DESIGN OPTION 1 | 49 |
| 21.11ASSESSMENT OF PROJECT DESIGN OPTION 2 | 83 |
| 21.12CUMULATIVE IMPACTS ASSESSMENT METHODOLOGY..... | 118 |
| 21.13CUMULATIVE IMPACT ASSESSMENT..... | 148 |
| 21.14TRANSBOUNDARY EFFECTS | 181 |
| 21.15SUMMARY OF EFFECTS | 181 |
| 21.16REFERENCES..... | 190 |

Figures

| | |
|--|----|
| Figure 21.1: Study Areas. Source: BiGGAR Economics. Made with DataWrapper..... | 10 |
| Figure 21.2: Visitor Numbers by Irish Regions..... | 24 |

Tables

| | |
|---|----|
| Table 21.1: Summary of regulatory background | 4 |
| Table 21.2: Summary of consultation relating to Population and Human Health..... | 6 |
| Table 21.3: Summary of key desktop reports and data resources | 12 |
| Table 21.4: Tonnage (Thousands) of Non-Fishing Goods Handled by Port, 2015-2021. Source: CSO (2022), Statistics of Port Traffic | 18 |

| | |
|---|----|
| Table 21.5: Non-Fishing Goods Vessel Arrivals by Port, 2015-2021. Source: CSO (2022), Statistics of Port Traffic | 18 |
| Table 21.6: Population Estimates, 2022. Source: CSO (2023), Population..... | 19 |
| Table 21.7: Regional Population Projections. Source: Bergin, A. and Egan, P. (2024), Population Projections, the flow of new households and structural housing demand. | 20 |
| Table 21.8: Employment by Sector, 2023. Source: CSO (2025). Business Demography | 21 |
| Table 21.9: Economic Indicators. Source: CSO (2023), Population Aged 15 Years and Older in the Labour Force, 2022 and CSO (2026), Estimates of Household Income, 2024..... | 22 |
| Table 21.10: Highest Level of Education Completed, 2022. Source: CSO (2023). Population Aged 15 Years and Over | 22 |
| Table 21.11: Visitor Numbers and Spending. Source: Fáilte Ireland (2025), Key Tourism Facts 2024 | 23 |
| Table 21.12: County Wicklow Attraction Attendances, 2024. Source: Fáilte Ireland (2025), Annual Visitor Attractions Survey | 25 |
| Table 21.13: County Wexford Attraction Attendances, 2024. Source: Fáilte Ireland (2025), Annual Visitor Attractions Survey | 26 |
| Table 21.14: Social Infrastructure. Source: Google Maps (2023), County Wicklow and County Wexford | 28 |
| Table 21.15: Residential Amenities. Source: Google Maps (2023), County Wicklow and County Wexford | 28 |
| Table 21.16: Local Industry. Source: Google Maps (2023), County Wicklow and County Wexford | 29 |
| Table 21.17: Children Aged 0-15 per School. Source: School Days (2023), Find Primary Schools in Ireland – Primary Wicklow, School Days (2023), Find Primary Schools in Ireland – Primary Wexford, School Days (2023), Secondary School Listings and Wicklow, School Days (2023), Secondary School Listings, Wexford | 30 |
| Table 21.18: Project design parameters and impacts assessed – Project Design Option 1 | 31 |
| Table 21.19: Project design parameters and impacts assessed - Project Design Option 2 | 33 |
| Table 21.20: Impacts scoped out of the assessment for Population and Human Health | 35 |
| Table 21.21: Definitions of Sensitivity of Economies | 40 |
| Table 21.22: Definitions of Sensitivity of the Tourism Sector..... | 41 |
| Table 21.23: Definitions of Sensitivity in Tourism and Recreation Assets | 42 |
| Table 21.24: Definitions of Sensitivity of Residential Amenities and Community Facilities | 43 |
| Table 21.25: Definition of Terms Relating to Economic Impacts | 44 |
| Table 21.26: Definition of Terms Relating to Sector Specific Economic Impacts | 45 |
| Table 21.27: Definition of Terms Relating to Tourism and Recreation Impacts..... | 46 |
| Table 21.28: Definition of Terms Relating to Residential Amenities and Community Facilities Impacts ... | 46 |
| Table 21.29: Significance of effect matrix | 47 |
| Table 21.30: Factored in measures..... | 48 |
| Table 21.31: Construction: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding. | 50 |

| | |
|--|----|
| Table 21.32: Construction: Potential Expenditure by Category and Study Area. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding. | 51 |
| Table 21.33: Construction Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 52 |
| Table 21.34: Construction: Magnitude of GVA Impact | 53 |
| Table 21.35: Construction: Significance of GVA Impact | 53 |
| Table 21.36: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 54 |
| Table 21.37: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. | 54 |
| Table 21.38: O&M: Total GVA. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 55 |
| Table 21.39: O&M: Magnitude of GVA Impact | 55 |
| Table 21.40: O&M: Significance of GVA Impact | 56 |
| Table 21.41: Decommissioning: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding. | 56 |
| Table 21.42: Decommissioning: Distribution of Contracts | 57 |
| Table 21.43: Decommissioning: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 58 |
| Table 21.44: Decommissioning: Discounted Peak GVA Impacts | 58 |
| Table 21.45: Decommissioning: Significance of GVA Impact | 58 |
| Table 21.46: Construction: Total Employment (Years of Employment). Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding. | 60 |
| Table 21.47: Construction: Magnitude of Employment Impact | 60 |
| Table 21.48: Construction: Significance of Employment Impact..... | 61 |
| Table 21.49: O&M: Total Jobs. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 62 |
| Table 21.50: O&M Magnitude of Employment Impact. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 62 |
| Table 21.51: O&M: Significance of Employment Impact..... | 63 |
| Table 21.52: Decommissioning: Total Years of Employment | 64 |
| Table 21.53: Construction: Significance of Tourism Economy Impacts..... | 65 |
| Table 21.54: Operational and Maintenance: Significance of Tourism Economy Impacts..... | 66 |
| Table 21.55: Decommissioning: Significance of Tourism Economy Impacts..... | 68 |
| Table 21.56: Significant Effects Identified on Tourism and Recreation Assets..... | 68 |
| Table 21.57: Tourism Asset Sensitivities | 71 |
| Table 21.58: Significance of Tourism and Recreation Asset Impacts..... | 73 |
| Table 21.59: Significance of Tourism and Recreation Asset Impacts..... | 75 |
| Table 21.60: Significance of Tourism and Recreation Asset Impacts..... | 77 |

| | |
|--|----|
| Table 21.61: Construction: Magnitude of Residential Amenities and Community Facilities Impacts | 80 |
| Table 21.62: Construction: Significance of Residential Amenities and Community Facilities Impacts | 80 |
| Table 21.63 Operation: Magnitude of Residential Amenities and Community Facilities Impacts | 81 |
| Table 21.64: Operation: Significance of Residential Amenities and Community Facilities Impacts | 82 |
| Table 21.65: Decommissioning: Magnitude of Residential Amenities and Community Facilities Impacts | 83 |
| Table 21.66: Decommissioning: Significance of Residential Amenities and Community Facilities Impacts | 83 |
| Table 21.67: Construction: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding | 85 |
| Table 21.68: Construction: Potential Expenditure by Category and Study Area. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding | 86 |
| Table 21.69: Construction: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 87 |
| Table 21.70: Construction: Magnitude of GVA Impact..... | 87 |
| Table 21.71: Construction: Significance of GVA Impact | 88 |
| Table 21.72: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 88 |
| Table 21.73: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 89 |
| Table 21.74: O&M: Total GVA. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 90 |
| Table 21.75: O&M: Magnitude of GVA Impact..... | 90 |
| Table 21.76: O&M: Significance of GVA Impact | 90 |
| Table 21.77: Decommissioning: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 91 |
| Table 21.78: Decommissioning: Distribution of Contracts | 92 |
| Table 21.79: Decommissioning: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 92 |
| Table 21.80: Decommissioning: Discounted Peak GVA Impacts | 93 |
| Table 21.81: Decommissioning: Significance of GVA Impact | 93 |
| Table 21.82: Construction: Total Employment (Years of Employment). Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding..... | 94 |
| Table 21.83: Construction: Magnitude of Employment Impact | 95 |
| Table 21.84: Construction: Significance of Employment Impact..... | 95 |
| Table 21.85: O&M: Total Jobs. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 96 |
| Table 21.86: O&M Magnitude of Employment Impact. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding..... | 97 |
| Table 21.87: O&M: Significance of Employment Impact..... | 97 |

| | |
|--|-----|
| Table 21.88: Decommissioning: Total Jobs | 98 |
| Table 21.89: Construction: Significance of Tourism Economy Impacts | 100 |
| Table 21.90: Operational and Maintenance: Significance of Tourism Economy Impacts..... | 101 |
| Table 21.91: Decommissioning: Significance of Tourism Economy Impacts..... | 102 |
| Table 21.92: Significant Effects Identified on Tourism and Recreation Assets..... | 103 |
| Table 21.93: Tourism Asset Sensitivities | 105 |
| Table 21.94: Significance of Tourism and Recreation Asset Impacts..... | 107 |
| Table 21.95: Significance of Tourism and Recreation Asset Impacts..... | 109 |
| Table 21.96: Significance of Tourism and Recreation Asset Impacts..... | 111 |
| Table 21.97: Construction: Magnitude of Residential Amenities and Community Facilities Impacts | 114 |
| Table 21.98: Construction: Significance of Residential Amenities and Community Facilities Impacts.... | 114 |
| Table 21.99: Operation: Magnitude of Residential Amenities and Community Facilities Impacts..... | 115 |
| Table 21.100: Operation: Significance of Residential Amenities and Community Facilities Impacts | 116 |
| Table 21.101: Decommissioning: Magnitude of Residential Amenities and Community Facilities Impacts | 117 |
| Table 21.102: Construction: Significance of Residential Amenities and Community Facilities Impacts.. | 117 |
| Table 21.103: List of other projects and plans considered within the cumulative impact assessment.... | 119 |
| Table 21.104: Cumulative assessment impacts, phases, scenarios, and projects to be considered cumulatively | 146 |
| Table 21.105: Construction: Significance of Cumulative GVA Impact | 150 |
| Table 21.106: Operational and Maintenance: Significance of GVA Impact | 151 |
| Table 21.107: Decommissioning: Significance of GVA Impact | 153 |
| Table 21.108 Construction: Significance of Cumulative Employment Impact..... | 155 |
| Table 21.109: Operational and Maintenance: Significance of Employment Impact | 157 |
| Table 21.110: Decommissioning: Significance of Employment Impact | 158 |
| Table 21.111: Construction: Significance of Tourism Economy Impact..... | 160 |
| Table 21.112: Operational and Maintenance: Significance of Tourism Economy Impact | 161 |
| Table 21.113: Decommissioning: Significance of Tourism Economy Impact | 162 |
| Table 21.114: Tourism and Recreation Assets Sensitivities | 163 |
| Table 21.115: Significant Effects Identified on Tourism and Recreation Assets..... | 164 |
| Table 21.116: Construction: Significance of Cumulative Tourism and Recreation Asset Impacts | 167 |
| Table 21.117: Operational and Maintenance: Significance of Cumulative Tourism and Recreation Asset Impacts | 170 |
| Table 21.118: Decommissioning: Significance of Cumulative Tourism and Recreation Asset Impacts .. | 172 |
| Table 21.119: Construction: Significance of Residential Amenities and Community Facilities Impact.... | 176 |

| | |
|---|-----|
| Table 21.120: Operational and maintenance phase: Significance of Residential Amenities and Community Facilities Impact..... | 179 |
| Table 21.121: Decommissioning: Significance of Residential Amenities and Community Facilities Impact | 181 |
| Table 21.122: Summary of potential environmental impacts, mitigation and monitoring for Project Design Option 1 | 182 |
| Table 21.123: Summary of potential environmental impacts, mitigation and monitoring for Project Design Option 2 | 186 |

Glossary

| Term | Meaning |
|---|--|
| Arklow Bank Wind Park 1 | Arklow Bank Wind Park 1 consists of seven wind turbines, offshore export cable and inter-array cables. Arklow Bank Wind Park 1 has a capacity of 25.2 MW. Arklow Bank Wind Park 1 was constructed in 2003/04 and is owned and operated by Arklow Energy Limited. It remains the first and only operational offshore wind farm in Ireland. |
| Arklow Bank Wind Park 2 – Offshore Infrastructure | “The Proposed Development”, Arklow Bank Wind Park 2 Offshore Infrastructure: This includes all elements under the existing Maritime Area Consent. |
| Arklow Bank Wind Park 2 (ABWP2) (The Project) | <p>Arklow Bank Wind Park 2 (ABWP2) (The Project) is the onshore and offshore infrastructure. This EIAR is being prepared for the Offshore Infrastructure. Consents for the Onshore Grid Infrastructure (Planning Reference 310090) and Operations and Maintenance Facility (Planning Reference 211316) has been granted on 26th May 2022 and 20th July 2022, respectively.</p> <ul style="list-style-type: none"> • Arklow Bank Wind Park 2 Offshore Infrastructure: This includes all elements to be consented in accordance with the Maritime Area Consent. This is the subject of this EIAR and will be referred to as ‘the Proposed Development’ in the EIAR. • Arklow Bank Wind Park 2 Onshore Grid Infrastructure: This relates to the onshore grid infrastructure for which planning permission has been granted. • Arklow Bank Wind Park 2 Operations and Maintenance Facility (OMF): This includes the onshore and nearshore infrastructure at the OMF, for which planning permission has been granted. • Arklow Bank Wind Park 2 EirGrid Upgrade Works: any non-contestable grid upgrade works, consent to be sought and works to be completed by EirGrid. |
| Array Area | The Array Area is the area within which the Wind Turbine Generators (WTGs), the Offshore Substation Platforms (OSPs), and associated cables (export, inter- array and interconnector cabling) and foundations will be installed. |
| Cable Corridor and Working Area | The Cable Corridor and Working Area is the area within which export, inter-array and interconnector cabling will be installed. This area will also facilitate vessel jacking operations associated with installation of WTG structures and associated foundations within the Array Area. |
| Cumulative Impacts | ‘The addition of many minor or significant effects, including effects of other Projects, to create larger, more significant effects’ (EPA, 2022). |
| Direct Impact | In the case of economic impacts, the economic impact associated with the activity of primary contractors involved in the development, |

| Term | Meaning |
|---------------------------------------|---|
| | construction and operational and maintenance phase and decommissioning of the Proposed Development. |
| EirGrid | State-owned electric power transmission system operator (TSO) in Ireland and Transmission Asset Owner (TAO) for the Project's transmission assets. |
| Environmental Impact Assessment (EIA) | An Environmental Impact Assessment (EIA) is a statutory process by which certain planned Projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council (EIA Directive) and the regulations transposing the EIA Directive (EIA Regulations). |
| Financial Liability Officer | An individual who is appointed to investigate and determine responsibility for any loss, damage, or destruction of property. |
| Indirect Impact | Economic impact associated with the spending taking place across the supply chain of those businesses involved in the development, construction and operational and maintenance phase of the Proposed Development. |
| Induced Impact | Economic impact associated with the spending across the economy of those workers involved in the development, construction and operational and maintenance phase of the Proposed Development. |
| Jobs | A measure of annual employment, used in the context of operational and maintenance jobs. |
| Land Use | The use and management of the natural, semi-natural and built environment. |
| Landfall | The area in which the offshore export cables make landfall and is the transitional area between the offshore cabling and the onshore cabling. |
| Magnitude | Size, extent and duration of an impact. |
| Maritime Area Consent (MAC) | A consent to occupy a specific part of the maritime area on a non-exclusive basis for the purpose of carrying out a Permitted Maritime Usage strictly in accordance with the conditions attached to the MAC granted on 22nd December 2022 with reference number 2022-MAC-002. |

| Term | Meaning |
|--------------------------|--|
| Mitigation Measure | Measure which would avoid, reduce, or remediate an impact. |
| Permitted Maritime Usage | The construction and operation of an offshore wind farm and associated infrastructure (including decommissioning and other works required on foot of any permission for such offshore wind farm). |
| Sensitive Receptor | Physical or natural resource, special interest or viewer group that may experience an impact. |
| Sensitivity | Vulnerability of a sensitive receptor to change. |
| Study area | This is an area which is defined for each EIA topic which includes the windfarm site as well as potential spatial and temporal considerations of the impacts on relevant receptors. The study area for each EIA topic is intended to cover the area within which an effect can be reasonably expected. |
| The Application | The full set of documents that will be submitted to An Bord Pleanála in support of the consent application. |
| The Developer | Sure Partners Ltd. |
| Years of Employment | A measure of temporary employment used in the context of construction jobs. For instance, a job lasting for a period of 18 months can be considered as accounting for 1.5 years of employment. |
| Zone of Influence | Areas within which environmental impact may occur – to be defined for each receptor by technical specialists. |

Acronyms

| Term | Meaning |
|-------|--|
| ABP | An Bord Pleanála |
| ABWP1 | Arklow Bank Wind Park 1 |
| ABWP2 | Arklow Bank Wind Park 2 |
| AONB | Areas of Outstanding Natural Beauty |
| CAPEX | Capital Expenditure |
| CIA | Cumulative Impact Assessment |
| CSO | Central Statistics Office |
| DCCAE | Department of Communications, Climate Action & Environment |
| ECC | Export Cable Corridor |
| EIA | Environmental Impact Assessment |
| EIAR | Environmental Impact Assessment Report |
| EIS | Environment Impact Statements |
| EPA | Environmental Protection Agency |
| ESRI | Economic and Social Research Institute |
| FID | Financial Investment Decision |
| FTE | Full Time Employment |
| GAA | Gaelic Athletic Association |
| GDP | Gross Domestic Product |
| GVA | Gross value added |
| IMF | International Monetary Fund |
| NIS | Natura Impact Statements |
| O&M | Operational and Maintenance |

| Term | Meaning |
|-------|---|
| OGI | Onshore Grid Infrastructure |
| OMF | Operational and Maintenance Phase Facility |
| OnSS | Onshore Substation |
| OSP | Offshore Substation Platform |
| ORESS | Offshore Renewable Electricity Support Scheme |
| OWF | Offshore Wind Farm |
| PTEC | Perpetuus Tidal Energy Centre |
| RD&I | Research, Development and Innovation |
| RNLI | Royal National Lifeboat Institution |
| RPS | Rural Planning Services |
| RSES | Regional Spatial & Economic Strategy |
| SAC | Special Area of Conservation |
| SAR | Search and Rescue |
| SEAI | Sustainable Energy Authority of Ireland |
| WEI | Wind Energy Ireland |
| WTG | Wind Turbine Generators |

Units

| Unit | Description |
|------|-------------------|
| GW | Gigawatt |
| GVA | Gross Value Added |
| km | Kilometre |
| kV | Kilovolt |
| m | Metre |
| MW | Megawatts |
| MWh | Megawatt hour |

21 Population and Human Health

Summary of Changes

This Chapter has been updated to reflect changes since submission of the planning application to An Bord Pleanála (ABP) (now An Coimisiún Pleanála (ACP)) in June 2024. All references to ABP, should be considered ACP throughout the document.

The changes that have been made are in response to the Request for Information (RFI) that was received and matters that have been raised therein. The Developer confirms that this Chapter has been based on up-to-date survey reports and data and that the information submitted is relevant and appropriate at the point of submission (i.e. March 2026). In summary, the following sections of this Chapter have been amended (please note that this is non-exhaustive):

- Section 21.1 (Introduction) has been updated to identify any new or revised documentation of relevance to the amended chapter.
- Section 21.2 (Regulatory Context) has considered the latest policy and legislation of relevance to the assessment.
- Section 21.5 (Community Investment) has been updated to reflect the latest information.
- Section 21.6 (Methodology) has been updated to reflect appropriate and relevant data that has been published and/or gathered since the original submission was made.
- Section 21.7 (Assessment Parameters) has considered the latest project design (as detailed in Volume II, Chapter 4: Description of Development (Revised March 2026)) as well as provided clarification in response to the RFI on the impacts scoped in/out where requested, so as to clearly demonstrate the logic and appropriateness of the assessment that has been undertaken.
- Section 21.8 (Impact Assessment Methodology) has been updated where relevant to reflect the latest guidance and criteria as well as clarification on the Factored In Measures where this has been raised via the RFI and/or updated following additional analysis which has been undertaken.
- Sections 21.10 and 21.11 (Assessment subsections) represents the updated assessment which has been amended to reflect the latest information (i.e. as described above) and any updates required in line with matters raised via the RFI;
- Sections 21.12 and 21.13 (Cumulative Assessment subsections) have been updated to reflect the latest information and to align with NSIP (2024) guidance as requested via the RFI;
- Section 21.15 (Summary of Effects) has been updated to reflect the updates that have been made throughout the chapter.

In addition to those changes above, all other sections of this chapter have been adjusted to ensure consideration of the latest information as appropriate to ensure consistency and accuracy. Clarification and/or further detail has also been provided where this has been requested via the RFI, relevant figures and tables have been updated as required and it is confirmed that all cross-references have been updated throughout to ensure accuracy.

Additionally, in support of the necessary changes to the chapter, it is noted that the following updates have been made to the appendices supporting this chapter:

- New Appendices:
 - Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026)– This is a new appendix.

21.1 Introduction

21.1.1 Overview

- 21.1.1.1 This chapter of the Environmental Impact Assessment Report (EIAR) presents the assessment of the potential impacts of the ABWP2 Offshore Infrastructure (hereafter referred to as 'the Proposed Development') on Population and Human Health.
- 21.1.1.2 This chapter draws upon information contained within Volume III, Appendix 21.1: Socio Economic Impact Report and Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026), Appendices to Volume II Chapter 21: Population and Human Health (Revised March 2026).
- 21.1.1.3 Sure Partners Ltd. ("the Developer") is the developer of the Proposed Development. The Proposed Development will be located to the East of Arklow in County Wicklow and will cover an area approximately 27 km long and 2.5 km wide. The Proposed Development includes the offshore infrastructure only, comprising either 53 or 47 Wind Turbine Generators (WTGs) (Project Design Option 1 or 2), two Offshore Substation Platforms (OSPs), Cable Corridor and Working Area and associated cables.
- 21.1.1.4 The assessment should be read in conjunction with the following linked EIAR chapters and supporting documentation:
- Volume II, Chapter 8: Airborne Noise (Revised March 2026);
 - Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026);
 - Volume II, Chapter 15: Shipping and Navigation (Revised March 2026);
 - Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026);
 - Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026);
 - Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and
 - Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026).

21.2 Regulatory background

- 21.2.1.1 The assessment of potential impacts on Population and Human Health has been made with specific references to the relevant guidance. Those relevant to the Proposed Development are:
- Department of Housing, Local Government and Heritage (2018), Guidelines for Planning Authorities and An Bord Pleanála (ABP) on carrying out Environmental Impact Assessment;
 - Department of Public Expenditure and Reform (2012), Public Spending Code A Guide to Economic Appraisal: Carrying Out a Cost Benefit Analysis;
 - Department of Communications, Climate Action & Environment (DCCA) (2018), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects;
 - EPA (2003), Advice Notes on Current Practice in the Preparation of EIS;
 - EPA, (2022), Guidelines on the information to be contained in Environmental Impact Assessment Reports;
 - EU Publications (2017), Guidance on the Preparation of the Environmental Impact Assessment Report;
 - SEAI (2017), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects; and
 - Fáilte Ireland (2022), EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects.

21.2.1.2 The specific assessment requirements for Population and Human Health are summarised in Table 21.1, together with an indication of the section of the EIAR where each is addressed.

Table 21.1: Summary of regulatory background

| Publisher | Name of document incl. reference | Key provisions |
|--|--|--|
| Statutory | | |
| Guidelines and technical standards | | |
| EPA (2022), Guidelines on the information to be contained in Environmental Impact Assessment Reports | Section 3 Page 28, the guidance advises that the population and human health chapter should refer to assessments of environmental factors such as air, water or soil as addressed elsewhere in the EIAR. | Human health impacts have been scoped out of the assessment as the risk of potential spread of diseases such as COVID-19 as a result of transient materials and workforce utilised in the construction phase of the Proposed Development have been assessed in Section 21.7 as unlikely to cause a significant impact. |
| SEAI (2017), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects | Section 4.5.5 of the guidance recommends that potential effects on human health are considered particularly if onshore elements of the Proposed Development are located close to the coast, residential areas, or schools. | Human health impacts have been scoped out of the assessment as the risk of potential spread of diseases such as COVID-19 as a result of transient materials and workforce utilised in the construction phase of the Proposed Development have been assessed in Section 21.7 as unlikely to cause a significant impact. |
| DCCAE (2018), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects | Section 2.5 of the guidance advises that the Population and Human Health Chapter should consider project level mitigation measures in regard to ports, shipping and navigation, aviation safety and military exercise, recreation and tourism, commercial fisheries, shellfish and aquaculture, and noise when assessing an offshore wind project. | Potential mitigation associated with tourism and recreation is considered in Section 21.7. Section 21.7 also accounts for significant impacts identified in Volume II, Chapter 8: Airborne Noise (Revised March 2026), Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026), Volume II, |

| Publisher | Name of document incl. reference | Key provisions |
|--|--|---|
| <p>Chapter 15: Shipping and Navigation (Revised March 2026);</p> <p>Aviation safety and military exercises are considered in Volume II Chapter 16: Civil and Military Aviation (Revised March 2026).</p> | | |
| <p>Non-Statutory</p> | | |
| <p>Guidelines and technical standards</p> | | |
| <p>Fáilte Ireland (2022), EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects</p> | <p>Section seven, page seven of the guidance advises that assessment of the Proposed Development should consider potential changes in population resulting in impacts of the perception of pace of life or safety in a particular location, particularly in areas which rely on tourism.</p> | <p>The potential magnitude of population increases which could result in effects on the perception of pace of life or safety are considered in Section 21.10 and Section 21.11. as part of the assessment of potential impacts on residential amenities and community facilities.</p> |
| <p>Fáilte Ireland (2022), EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects</p> | <p>Section seven, page seven of the guidance advises that assessment of the Proposed Development should consider potential impacts on employment in seasonal tourism.</p> | <p>Throughout this chapter, the impacts on socio-economics and tourism from the construction, operation and decommissioning of the Proposed Development are considered.</p> |
| <p>Fáilte Ireland (2022), EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects</p> | <p>Section seven, page seven of the guidance advises that assessment of the Proposed Development should consider potential health impacts of air pollution resulting from increased traffic in urban areas.</p> | <p>Human health impacts have been scoped out of the assessment as the risk of potential spread of diseases such as COVID-19 as a result of transient materials and workforce utilised in the construction phase of the Proposed Development have been assessed as unlikely to cause a significant impact.</p> |

21.3 Consultation

21.3.1.1 A summary of the key issues raised during consultation to date, specific to Population and Human Health, is outlined in Table 21.2 below, together with how these issues have been considered in the production of the EIAR.

Table 21.2: Summary of consultation relating to Population and Human Health

| Date | Consultation type | Consultation and key issue raised | Section where provision is addressed |
|-----------------------|--|---|---|
| 14 October 2020 | Fáilte Ireland response to 2020 Scoping Report | Recommend Fáilte Ireland Guidelines for the Treatment of Tourism in an EIA to be taken into account in preparing the EIAR. | Guidelines have been considered as part of the assessment criteria for the tourism economy in Section 21.10 and Section 21.11. |
| October/November 2020 | Public Consultation Feedback | The presence of wind turbines on the coastline was also noted as a potential cause for decreasing tourism (including recreational water pursuits). | Section 21.10 and Section 21.11 provide an assessment of the potential impacts on tourism. See Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026), which assesses the impact on recreational users. |
| | | Questions regarding the employment opportunities, community investment funding opportunities and educational supports that would arise as a result of the Proposed Development. | Section 21.10 and Section 21.11 provide an assessment of the potential impacts on employment and community funds. |
| | | Concerns regarding potential impact of the Proposed Development on fishing livelihoods was cited as a concern. | See Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026), which provides an assessment of the impact on commercial fisheries and aquaculture |
| August 2023 | Health and Safety Authority Response to | The EIA should take into consideration various guidance documents including: | All guidance considered when preparing this chapter has been outlined in Section 21.8. |

| Date | Consultation type | Consultation and key issue raised | Section where provision is addressed |
|------|---------------------|--|--|
| | Scoping Application | <ul style="list-style-type: none"> Guidelines on the information to be contained in EIS (2022); Advice Notes on Current Practice in the Preparation of EIS (2003); Guidelines for Planning Authorities and ABP on carrying out Environmental Impact Assessment; and Environmental Impact Assessment of Projects - Guidance on the Preparation of the Environmental Impact Assessment Report (2017) | |
| | | <p>The Environmental Impact Assessment should examine all likely significant impacts and provide the following information for each:</p> <ul style="list-style-type: none"> Description of the receiving environment; The nature and scale of the impact; An assessment of the significance of the impact; Proposed mitigation measures; and Residual impacts | <p>Description of the receiving environment is discussed in Section 21.5</p> <p>The nature and scale of impacts are discussed in Section 21.10 and Section 21.11</p> <p>An assessment of the significance of impacts is discussed in Section 21.10 and Section 21.11</p> <p>Proposed mitigation measures are discussed in Section 21.10 and Section 21.11</p> <p>Residual impacts are discussed in Section 21.10 and Section 21.11</p> |
| | | <p>Population and human health and cumulative impacts should be included in the EIAR</p> | <p>Human health impacts have been scoped out of the assessment as outlined in Section 21.7</p> <p>Potential population impacts on residential amenities and community facilities are</p> |

| Date | Consultation type | Consultation and key issue raised | Section where provision is addressed |
|---------------|------------------------------|--|--|
| | | | <p>discussed in Section 21.10 and Section 21.11</p> <p>Cumulative impacts are discussed in Section 21.1</p> |
| November 2023 | Fáilte Ireland Survey | Impact of a variety of wind farms on the Irish landscape as seen by both domestic and international visitors | The survey results associated with Brittas Bay are referenced in Section 21.10 and Section 21.11 |
| December 2023 | Public Consultation Feedback | <p>General queries were raised about recruitment, transferable skills from other industries such as fishing and the level of jobs that may become available.</p> <p>Stakeholders stated that particular attention needs to be given to effects on views from existing purpose-built tourism facilities, as well as views from touring routes, walking trails, scenic viewing points, greenways etc. as these have the potential to be particularly affected by infrastructure related developments which are located within viewing distance from the coast.</p> | <p>Potential employment opportunities for County Wicklow and County Wexford associated with the Proposed Development based on the current industrial structure of the area are outlined in Section 21.10 and Section 21.11</p> <p>Any significant visual impact as identified in Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026) and their consequent potential impact on tourism have been considered in Section 21.10 and Section 21.11</p> |
| | | <p>All existing or proposed wind farm developments in the vicinity should be clearly identified in the EIAR. The impact on sensitive receptors of the Proposed Development combined with any other wind farm/ renewable</p> | <p>Cumulative impacts are discussed in Section 21.1</p> |

| Date | Consultation type | Consultation and key issue raised | Section where provision is addressed |
|------|-------------------|---|---|
| | | energy developments in the vicinity should be considered | |
| | | Stakeholders advised that the public are consulted specifically on the public health aspects of the scheme by asking questions for example, such as 'what are the potential health benefits or challenges of the scheme?' | Human health impacts have been scoped out of the assessment as outlined in Section 21.7 |

21.4 Study area

21.4.1.1 The sensitivity and magnitude of the Population and Human Health impacts are influenced by the number of receptors and/or the size of the receptors that experience these effects. The magnitude of any impact is measured relative to the number of receptors and size of the receptors; therefore, it is important to gain an understanding of impact at as local a level as possible.

21.4.1.2 In defining what constitutes 'local' there were two considerations:

- The immediate economic sphere of influence of the Proposed Development; and
- The jurisdictions of key stakeholders.

21.4.1.3 As an Offshore Wind Farm (OWF), the Proposed Development has no 'local' area, as its local economic footprint is largely related to the construction of the Onshore Grid Infrastructure (OGI), the construction of the Operational and maintenance phase Facility (OMF) and the long-term operation of the wind farm.

21.4.1.4 The onshore grid connection for the Proposed Development will be located in Johnstown North, 5km North of Arklow harbour in County Wicklow. In May 2022, ABP granted planning approval (Case Reference: 310090) to develop the onshore grid connection infrastructure (OGI). The OGI includes a 220kV substation at Shelton Abbey, with an associated connection from the new substation to the existing National Electricity Transmission Network. The consented development also includes an underground cable route and associated infrastructure connecting the substation to the landfall point at Johnstown North (approximately 5 km north of Arklow Harbour), where it will meet the proposed offshore Cable Corridor and Working Area connecting to the Proposed Development. Arklow Harbour has been selected for the OMF. In June 2022, the Developer received planning permission from Wicklow County Council (Planning Register Reference: 21/1316) to develop an Operations and Maintenance Facility (OMF) at South Dock, Arklow Harbour. The building and associated pontoon and ancillary infrastructure will serve as the support base for ABWP2 throughout its operational lifetime and will support around 70 long term local jobs. This facility also incorporates a Sustainable Education Centre.

21.4.1.5 The Operational and maintenance phase (O&M) will take place in County Wicklow. The combined area of County Wicklow and County Wexford to the South was therefore defined as the Local Area.

21.4.1.6 National in this report is defined as the Republic of Ireland. Where impacts or content are referred to as “Irish”, this includes local impacts as well.

21.4.1.7 The baseline environment section covers the two study areas that are appropriate for the offshore activities, as shown in Figure 21.1. These study areas are:

- The Local Area, comprised of County Wicklow and County Wexford; and
- The Republic of Ireland.

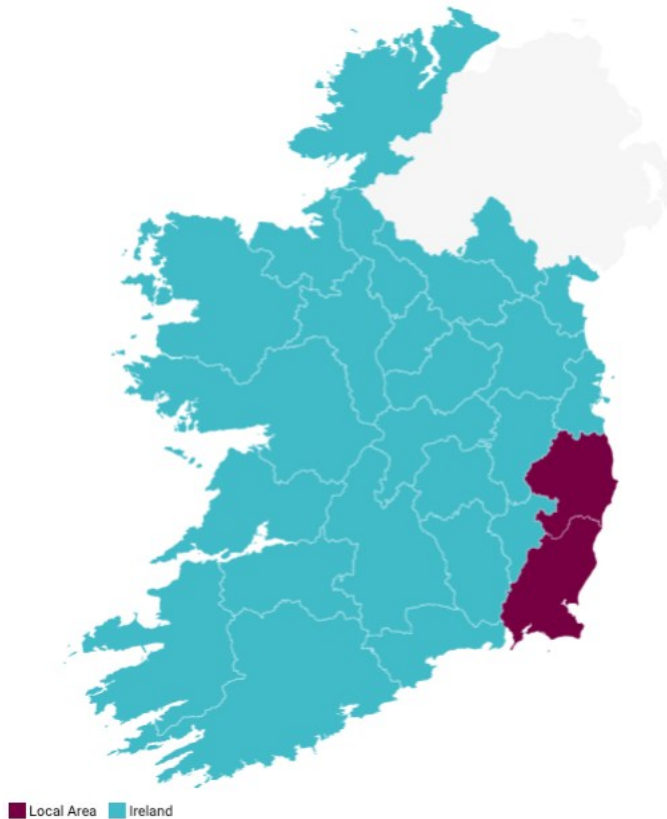


Figure 21.1: Study Areas. Source: BiGGAR Economics. Made with DataWrapper

21.5 Community Investment

21.5.1.1 SSE Renewables (SSER) has a long and proud history of sharing economic value from its renewable assets with communities. SSER owns and operates 31 onshore wind farms on the island of Ireland and to date has invested over €18m on a voluntary basis in the surrounding communities. SSER has direct experience of administering community benefit funds with a total lifetime value of €367m across Ireland and Great Britain. The Renewable Electricity Support Scheme and Offshore Renewable Electricity Support Scheme (ORESS) community benefit schemes developed by the DCCE were informed by SSER’s best practice.

21.5.2 ABWP2’s Community Support to Date

21.5.2.1 SSER has been engaging with local communities near the proposed Arklow Bank Wind Park 2 (ABWP2) site since 2018, and to date, has invested over €500,000 on a voluntary basis across County Wicklow and North Wexford.

21.5.2.2 This investment has been made through two separate Sponsorship and Fisheries Funds. The Sponsorship Fund has supported more than 80 community initiatives under themes of marine-based activities, environmental and social sustainability and energy efficiency. The Fisheries Fund has sought to provide direct benefit to locally registered commercial fishery operators and

in 2023, in collaboration with Wicklow County Council, delivered a new 16 berth commercial pontoon at Arklow Harbour. SSER has committed to the continuation of these voluntary funds throughout the development phase in order to demonstrate its commitment to the local region and support for communities in the vicinity of the ABWP2 project.

21.5.2.3 ABWP2 was not successful in the first round of the Government's ORESS scheme, however, SSER remains fully committed to delivering the project and to providing a community benefit fund. Without an ORESS support contract, ABWP2 is not in a position to deliver a community fund in line with the ORESS scheme. However, SSER is pleased to be able to commit to providing a fund of €3m per annum for the duration of an alternative route to market (corporate power purchase agreement) contract.

21.5.2.4 The ABWP2 Community Benefit Fund will be administered in line with SSER's 31 existing community benefit funds in Ireland, and align with the fundamental principle of the ORESS community benefit guidelines, namely community participation and community-led decision-making. In administering the community benefit fund for ABWP2 SSER will:

- Ensure community participation in fund decision-making via the establishment of a local Fund Committee;
- Develop a Funding Strategy and Development Delivery Plan which will be approved by the Fund Committee;
- Raise awareness and ensure effective promotion of the application process in line with the Funding Strategy;
- Ensure that applications for funding are assessed in a fair, non-discriminatory and transparent manner;
- Publish an annual report detailing the performance of the fund and ensure transparency;
- Maximise the impact of the fund by supporting communities to deliver their priorities with measurable and sustainable benefits;
- Ensuring that communities benefit from funding during the construction of ABWP2. Following Financial Investment Decision (FID), SSER will make prepayments available during the three years preceding Commercial Operations as follows:
 - 1st Early Contribution Year - €0.5m
 - 2nd Early Contribution Year - €1m
 - 3rd Early Contribution Year - €1.5m

21.5.2.5 The early contribution payments would be offset at a rate of €0.5m per annum from the funds during subsequent years, or at an amount as agreed with the Fund Committee.

In the event that ABWP2 does manage to secure a future government-backed subsidy arrangement or an alternate arrangement which provides additional support to the project, then the level of this fund would be reviewed and increased as appropriate.

21.6 Methodology

21.6.1 Methodology to inform the baseline

Desktop studies

21.6.1.1 Information on the population, socio-economic indicators, port activity, tourism, marine recreation and local amenities and community facilities within the Local Area and Ireland was collected through a detailed desktop review of existing studies and datasets. These reports are summarised in Table 21.3.

Table 21.3: Summary of key desktop reports and data resources

| Title | Source | Year | Author |
|---|---|------|---|
| Marine Traffic | Arklow Port | 2023 | Arklow Port |
| Economic Impact of Arklow Bank Wind Park 2 | BiGGAR Economics | 2023 | BiGGAR Economics |
| Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026), Appendix to Volume II Chapter 21: Population and Human Health (Revised March 2026) | BiGGAR Economics | 2026 | BiGGAR Economics |
| Business Demography: Persons Engaged 2020 | Central Statistics Office (CSO) | 2021 | CSO |
| Estimates of Household Income, 2019 | CSO | 2022 | CSO |
| Population Estimates | CSO | 2022 | CSO |
| Statistics of Port Traffic | CSO | 2022 | CSO |
| Population Aged 15 Years and Over | CSO | 2023 | CSO |
| Understanding the impacts of offshore wind farms on well-being | <i>The Crown Estate, 77.</i> | 2015 | Hattam, C., Hooper, T., & Papathanasopoulou, E. |
| Regional Spatial & Economic Strategy 2019-2031 | Eastern & Midland Regional Assembly | 2019 | Eastern & Midland Regional Assembly |
| Population Projections, the flow of new households | Economic and Social Research Institute (ESRI) | 2024 | Bergin, A. and Egan, P. |

| Title | Source | Year | Author |
|---|--|------|--|
| and structural housing demand | | | |
| Mitigating the NIMBY effect on renewable energy: Experimental evidence from survey-based interventions in Catalonia | <i>Energy Research & Social Science</i> , 127, 104277 | 2025 | Muñoz, J., & Tormos, R. |
| Health effects and wind turbines: A review of the literature | <i>Environmental health</i> , 10, 78. | 2011 | Knopper, L. D., & Ollson, C. A. |
| Health complaints and wind turbines: The efficacy of explaining the nocebo response to reduce symptom reporting | <i>Environmental Research</i> , 140, 449-455 | 2015 | Crichton, F., & Petrie, K. J. |
| Key Tourism Facts 2024 | Fáilte Ireland | 2025 | Fáilte Ireland |
| Annual Visitor Attractions Survey | Fáilte Ireland | 2022 | Fáilte Ireland |
| Wind turbines and human health | <i>Frontiers in Public Health</i> , 2, 63 | 2014 | Knopper, L. D., Ollson, C. A., McCallum, L. C., Whitfield Aslund, M. L., Berger, R. G., Souweine, K., & McDaniel, M. |
| Health effects related to wind turbine sound: An update | <i>International Journal of Environmental Research and Public Health</i> , 18, 9133. | 2021 | Van Kamp, I., & Van Den Berg, F. (2021). |
| Health effects of wind turbines: a review of the literature between 2010-2020 | <i>International Journal of Environmental Health Research</i> , 33, 143-157. | 2023 | Ata Teneler, A., & Hassoy, H. |
| National Energy & Climate Plan 2021-2030 | Irish Government | 2020 | Irish Government |

| Title | Source | Year | Author |
|--|--|------|---|
| Programme for Government 2025: Securing Ireland's Future | Irish Government | 2025 | Irish Government |
| Climate Conversations 2024 Report | Irish Government | 2025 | Irish Government |
| South East Regional Enterprise Plan to 2024 | Irish Government | 2020 | Irish Government |
| 15 Activities in County Wexford to Try In 2023 (Outdoor, Water Sports + Family Activities) | The Irish Road Trip | 2023 | The Irish Road Trip |
| <i>Do wind turbines have adverse health impacts?</i> (No. 16505). | IZA Discussion Papers. | 2023 | Krekel, C., Rode, J., & Roth, A. |
| Climate anxiety, wellbeing and pro-environmental action: correlates of negative emotional responses to climate change in 32 countries. | <i>Journal of Environmental Psychology</i> , 84, 101887. | 2022 | Ogunbode, C. A., Doran, R., Hanss, D., Ojala, M., Salmela-Aro, K., van den Broek, K. L., & Karasu, M. |
| Public perception of offshore wind farms in Ireland. | <i>Marine Policy</i> , 134, 104814 | 2021 | Cronin, Y., Cummins, V., & Wolsztynski, E. |
| Pobal | Pobal Deprivation Index | 2022 | Pobal Deprivation Index |
| Public Perceptions of Offshore Windfarm Developments in Scotland | Scottish Government | 2022 | Diffley Partnership |
| A Survey of Marine and Coastal Recreational Tourism Providers. | SEMURU Publication, University of Galway. | 2024 | Deely, J., Hynes, S., Cawley, M. |

| Title | Source | Year | Author |
|---|---------------------------|------|------------------------|
| Boat Tours & Water Sports in County Wicklow | TripAdvisor | 2023 | TripAdvisor |
| Boat Tours & Water Sports in County Wexford | TripAdvisor | 2023 | TripAdvisor |
| County Wexford Tourism Strategy | Wexford County Council | 2019 | Wexford County Council |
| Wicklow Tourism Strategy and Marketing Plan | Wicklow County Council | 2018 | Wicklow County Tourism |
| Wicklow County Development Plan 2022-2028: Chapter 11 | Wicklow County Council | 2022 | Wicklow County Council |
| Wind Energy Attitudes Monitor 2024 | Wind Energy Ireland (WEI) | 2024 | WEI |

21.6.2 Baseline environment

Strategic Context

PROGRAMME FOR GOVERNMENT 2025: SECURING IRELAND'S FUTURE

- 21.6.2.1 Ireland's most recent Programme for Government, updated in 2025, outlines the major priorities of the Irish Government, and how they will aim to address the challenges facing the country while in government. The Programme for Government aims to support significant progress in addressing social, economic, political demographic and environmental challenges. With this goal, the Irish Government makes eight main commitments.
- 21.6.2.2 Included in these commitments is to keep sustained action to tackling the climate crisis and decarbonising the economy, under which the Irish Government aims to support growth in the Irish economy. As part of this effort, the Programme for Government recognises the country's potential in the renewable energy sector, both to address climate change and deliver economy benefits, with the overall aim of securing a *"better, healthier and more resilient future for Ireland."*
- 21.6.2.3 The Programme also outlines the Government's climate goals, emphasising Ireland's ambition to achieve a reduction in emissions of 51% from 2018 levels by 2030 and net zero emissions by 2050. Meeting these targets effectively will be driven in part, by the expansion of Ireland's renewable sector, with the Government committing to decarbonisation of the energy sector, aiming deliver at 9GW of onshore wind, 8GW of solar, and 5GW of offshore wind by 2030. The Programme emphasises the opportunities presented by the offshore wind sector in delivering both effective decarbonisation and positive impacts for Ireland's economy, committing to

supporting Irish companies to take advantage of energy development and expanding the Offshore Wind Energy Taskforce to attract and retain capital investment in offshore wind development.

NATIONAL ENERGY & CLIMATE PLAN 2021-2030

21.6.2.4 The Irish Government's latest statement on its plans for Ireland's energy sector are outlined in the National Energy & Climate Plan, which looks ahead to 2030 and how the country will utilise the sector to drive decarbonisation. The plan is interlinked with other strategic documents in a concerted effort to increase energy efficiency; reduce emissions and eradicate fuel poverty. The plan identifies five key national objectives and targets for Ireland's energy supply sector, including:

- Decarbonisation: working towards the decarbonisation of the economy to reach net zero in Ireland by 2050;
- Energy Efficiency: intensifying efforts and investments to enable Ireland to deliver primary energy savings of 62,171 GWh by 2030;
- Energy Security: cost-effectively maintaining the security of Ireland's energy system by offsetting the risks posed by climate change through mitigation and adaptation;
- Internal Energy Market: supporting internal energy infrastructure which diversifies Ireland's energy supply and supports interconnection with other European countries; and
- Research, Innovation and Competitiveness: support investment in low-carbon technologies to drive innovation and establish Ireland as a major competitor in the energy market internationally.

REGIONAL SPATIAL & ECONOMIC STRATEGY 2019-2031

21.6.2.5 In 2019, the Eastern & Midland Regional Assembly published its Regional Spatial & Economic Strategy (RSES), comprised of various strategic plans and an investment framework which outline together how the organisation aims to shape future growth throughout the area, comprised of the Midland, Eastern and Dublin regions of Ireland, including County Wicklow in the East. The RSES was written with the key vision *"to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all."* In order to achieve this vision, the strategy sets out three key cross-cutting principles, reflecting the challenges and opportunities for the region, including:

- Healthy Placemaking: to promote people's quality of life through the creation of healthy and attractive places to live, work visit, invest and study in;
- Climate Action: the need to enhance climate resilience and to accelerate a transition to a low carbon society recognising the role of natural capital and ecosystem services in achieving this; and
- Economic Opportunity: to create the right conditions and opportunities for the Region to realise sustainable economic growth and quality jobs that ensure a good living standard for all.

21.6.2.6 As part of the principle of taking action on the climate, the strategy highlights the role which renewables will play in Ireland's future energy system, supporting the transition to a low carbon economy by 2050. This presents an opportunity in the development of the renewable energy sector in Ireland, which has the potential to support the economies of rural areas and enable local regeneration. The strategy highlights Wicklow Port, which is set to benefit significantly from offshore wind as it is primed to become a hub for the service of the sector.

SOUTH EAST REGIONAL ENTERPRISE PLAN TO 2024

21.6.2.7 In 2020, the Irish Government published a regional enterprise plan for the South-East Region of Ireland, comprised of the counties Carlow, Kilkenny, Tipperary, Waterford, and Wexford, with the aim of outlining how the national and local government will work to encourage enterprise and support economic development in the region. The plan considers five key strategic pillars, including:

- Start and Grow: Encouraging entrepreneurship and enhancing the region's start up ecosystem;
- Green Growth: Ensuring that the green economy becomes an engine for future job creation and economic growth in the region;
- Smart Specialisation and Clustering: Creating a resilient, inclusive, sustainable and competitive economy;
- Innovative: Building on existing research, development and innovation (RD&I) capacity to place innovation at the heart of the South-East economy; and
- Place: Developing a region that is attractive to both domestic and international visitors and communicating the benefits of living and working in the South-East.

21.6.2.8 When outlining how the Government aims to work towards Green Growth, the enterprise plan highlights the region's aim to play its part in transitioning to a low carbon economy by utilising the region's natural resources in wind and solar, as well as its existing industry base and skills pipeline which could support the development of the renewables sector. The strategy identifies offshore renewables as a key opportunity for the region, committing to the aim of establishing the South-East Region as a hub for offshore wind developments.

SUMMARY OF STRATEGIC CONTEXT

21.6.2.9 The Proposed Development is aligned with policies at a national and regional level.

21.6.2.10 The Proposed Development would directly contribute to various aims outlined in the most recent Programme for Government, supporting the need for a transition to a net zero economy by 2050 which will create opportunities for economic growth and support job creation,

21.6.2.11 The Proposed Development would also contribute to the established aims of the regional area. Strategies concerned with the development of the East and South-East regions highlight the opportunities which renewable energy projects present for the area. The development would support the wider aim of the region to establish itself in the renewable energy sector and generate high-quality, sustainable jobs in the region.

MARINE AND LAND USE

21.6.2.12 The Proposed Development will be situated on and around Arklow Bank in the Irish Sea, approximately 6 to 15 km to the east of Arklow in County Wicklow, and measures approximately 27 km by 2.5 km. The area in which the proposed wind turbines, inter-array cables and OSPs) will be located on Arklow Bank covers an area of seabed approximately 63.4 km². The proposed offshore Cable Corridor and Working Area will extend from this area to a landfall approximately 5 km to the north of Arklow at Johnstown North.

21.6.2.13 Wicklow Harbour, located approximately 11 km from the Proposed Development at the closest point, operates several commercial maritime businesses engaged in stevedoring, logistics, transport, charter boats, fishing and maritime engineering. It also supports yachting.

21.6.2.14 Arklow Harbour, located approximately 6 km from the Proposed Development, supports coastal shipping operations, vessel construction, yachting and fishing. Arklow Shipping with a fleet of 59 ships has its headquarters located within the port. The harbour was also used for the operational and maintenance phase of the ABWP1 offshore infrastructure. The Developer has supported

local fishery activity through investing in the ABWP2 Fisheries Fund, which helped to fund a new commercial pontoon within Arklow Harbour.

21.6.2.15 As shown in Table 21.4 and Table 21.5, Arklow has a substantially lower level of non-fishing activity recorded than Wicklow Port. Between 2015 and 2021, Wicklow Port handled around 150 thousand tonnes of non-fishing cargo, from around 100 boats each year. There was no non-fishing goods handling activity recorded at Arklow Port as the type of vessels regularly calling at the port are sailing vessels (71%), pleasure crafts (21%), Search and Rescue (SAR) vessels (1%), fishing vessels (1%) and high speed crafts (1%) (Marine Traffic, 2023).

Table 21.4: Tonnage (Thousands) of Non-Fishing Goods Handled by Port, 2015-2021. Source: CSO (2022), Statistics of Port Traffic

| Port | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------|------|------|------|------|------|------|------|
| Arklow | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wicklow | 134 | 152 | 142 | 193 | 168 | 153 | 142 |

Table 21.5: Non-Fishing Goods Vessel Arrivals by Port, 2015-2021. Source: CSO (2022), Statistics of Port Traffic

| Port | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------|------|------|------|------|------|------|------|
| Arklow | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wicklow | 96 | 114 | 123 | 137 | 116 | 111 | 107 |

21.6.2.16 There is no dedicated onshore facility for the O&M of the ABWP1 located in Arklow Harbour; however, the harbour was used as the marine base for the crew transfer vessel used for the O&M of the turbines.

21.6.2.17 There is a small harbour at Courtown with a lifeboat service and a sailing club, located approximately 11 km South West of the Proposed Development.

21.6.2.18 The local study area is predominantly rural with several urban areas; notably Bray, Greystones, Wicklow, Arklow, Courtown and surrounds. Wicklow and Arklow are the closest of these towns to the wind farm.

21.6.2.19 Wicklow Town is the administrative centre for County Wicklow. It is a key destination and an economically active town that serves and supports the surrounding area. Arklow provides for the service needs of its residents and a significant rural population in a large geographical catchment extending to Avoca, Aughrim, Redcross, and to some extent to Rathdrum and the Tinahely-Shillelagh-Carnew area. Courtown has traditionally had a strong tourism sector and there are a number of caravan parks in the town. More recently there has been significant population growth in the town.

21.6.2.20 The coastline to the north of Arklow is predominantly made up of beaches, farmland and one-off housing. There are several smaller village settlements and holiday caravan parks. The R750 (200 m inland) and the M11 (1 km inland) beyond run parallel to the coastline. There is also a network of local roads within the Local Area. The Dublin – Rosslare Europort rail line serving the towns of Wicklow, Rathdrum, Arklow and Gorey routes through the local study area.

21.6.2.21 The nearest port to the Proposed Development is Arklow Harbour. It comprises commercial quays, two marinas (one privately owned and one owned and operated by Wicklow County Council), Royal National Lifeboat Institution (RNLI) Lifeboat Station, several marine based businesses, and several leisure and outdoor organisations.

POPULATION ESTIMATES

21.6.2.22 As shown in Table 21.6, in 2022, County Wicklow has a total population of 155,851, while the total population of County Wexford was 163,919. Together, the population of these area's was equivalent to 6.2% of the total population of Ireland (5,149,139).

21.6.2.23 Within County Wicklow and County Wexford, the population aged 16 to 64 years old accounted for 62.6% and 62.0% of their total populations, respectively. People of working age accounted for 62.3% of the population of the Local Area as a whole. This was lower than the share of this demographic across Ireland, where 63.9% of people are working age.

21.6.2.24 In 2022, the share of the population accounted for by people aged 65 and older was 15.3% in County Wicklow and 16.7% in County Wexford, with people of this demographic accounting for 16.0% of the population of the entire Local Area as a whole. This was above average compared to the share accounted for by this demographic across Ireland (15.1%).

Table 21.6: Population Estimates, 2022. Source: CSO (2023), Population

| | County Wicklow | County Wexford | Local Area | Ireland |
|------------------------|----------------|----------------|------------|-----------|
| Total Population | 155,851 | 163,919 | 319,770 | 5,149,139 |
| % aged <16 year old | 22.2% | 21.3% | 21.7% | 21.0% |
| % aged 16-64 years old | 62.6% | 62.0% | 62.3% | 63.9% |
| % aged 65+ years old | 15.2% | 16.7% | 16.0% | 15.1% |

POPULATION PROJECTIONS

21.6.2.25 Table 21.7 shows the regional and national population projections for 2040 produced by ESRI.

21.6.2.26 Between 2022 and 2040, the population of County Wicklow is projected to increase from 155,851 to 182,900, while the population of County Wexford is projected to increase from 163,919 to 186,300. Together, it is expected that the population of these regions will increase by 15.5% between 2022 and 2040.

21.6.2.27 This expected increase is below average compared to Ireland as a whole, for which the total population is expected to increase by 18.6% during this period.

Table 21.7: Regional Population Projections. Source: Bergin, A. and Egan, P. (2024), Population Projections, the flow of new households and structural housing demand.

| | 2022 | 2040 | % Change |
|----------------|-----------|-----------|----------|
| County Wicklow | 155,851 | 182,900 | 17.4% |
| County Wexford | 163,919 | 186,300 | 13.7% |
| Local Area | 319,770 | 369,200 | 15.5% |
| Ireland | 5,149,139 | 6,106,100 | 18.6% |

EMPLOYMENT STRUCTURE

21.6.2.28 As shown in Table 21.8, in 2021, a total of 30,421 people were employed in County Wicklow and 38,840 people were employed in County Wexford, with employment in the Local Area increasing by an average 0.4% each year between 2008 and 2021. In 2021, total employment in the Local Area accounted for 3.3% of total employment across Ireland (2,079,467). In Ireland overall, the average number of jobs increased by an average of 1.7% between 2008 and 2021.

21.6.2.29 The wholesale and retail trade sector was the largest employer in the Local Area accounting for 19.5% of employment in County Wicklow and County Wexford. This share was above average compared to Ireland as a whole, where the sector accounted for 17.4%.

21.6.2.30 Manufacturing employment was above average in the Local Area. The sector accounted for 15.9% of employment in the region, while 11.4% of people were employed in manufacturing across Ireland as a whole. Construction employment was also higher than average in the Local Area, accounting for 10.8% of employment, compared to 5.9% of employment across the entirety of Ireland. This suggests these areas could be well-placed to benefit from construction activity associated with the Proposed Development.

21.6.2.31 Employment in accommodation and food service activities, generally associated with the tourism industry, was above average in the Local Area (12.8%) when compared to Ireland as a whole (7.5%).

21.6.2.32 Employment in professional, scientific, and technical activities was equivalent to 5.3% of jobs in the Local Area, below the share accounted for by this sector across Ireland (7.6%).

Table 21.8: Employment by Sector, 2023. Source: CSO (2025). Business Demography

| | County Wicklow | County Wexford | Local Area | Ireland |
|---|----------------|----------------|---------------|------------------|
| Wholesale and Retail Trade | 16.5% | 18.7% | 17.7% | 17.9% |
| Accommodation and Food Service Activities | 12.0% | 16.1% | 14.3% | 10.4% |
| Construction | 11.7% | 15.0% | 13.5% | 8.8% |
| Manufacturing | 12.9% | 13.6% | 13.3% | 11.6% |
| Human Health and Social Work Activities | 8.1% | 8.0% | 8.0% | 7.3% |
| Transportation and Storage | 3.3% | 5.7% | 4.6% | 4.9% |
| Administrative and Support Service Activities | 7.1% | 5.4% | 6.1% | 8.1% |
| Professional, Scientific and Technical Activities | 8.2% | 5.1% | 6.5% | 9.4% |
| Arts, Entertainment and Recreation | 2.3% | 1.9% | 2.1% | 1.9% |
| Education | 2.9% | 1.8% | 2.3% | 2.9% |
| Information and Communication | 5.0% | 1.7% | 3.2% | 6.4% |
| Financial and Insurance Activities | 4.4% | 1.5% | 2.8% | 5.7% |
| Other Services | 3.0% | 3.4% | 3.2% | 2.0% |
| Real Estate Activities | 2.0% | 1.4% | 1.7% | 1.7% |
| Water Supply; Sewerage, Waste Management and Remediation Activities | 0.3% | 0.4% | 0.4% | 0.5% |
| Mining and Quarrying | 0.2% | 0.2% | 0.2% | 0.1% |
| Electricity, Gas, Steam and Air Conditioning Supply | 0.1% | 0.1% | 0.1% | 0.6% |
| Total | 41,872 | 51,588 | 93,460 | 2,345,457 |

ECONOMIC ACTIVITY

21.6.2.33 In 2022, the employment rate in the Local Area was 90.9%, slightly below the national average of 91.7%. The same year, the unemployment rate in the Local Area was 9.1%, relatively above average compared the unemployment rate of Ireland as a whole (8.3%).

21.6.2.34 In 2024, average gross income per person in was €46,631 in County Wicklow and €37,111 in County Wexford, with people across the Local Area as a whole making an average €41,774, 4% lower than the Irish average income of €43,709.

21.6.2.35 Employment rates, unemployment rates and average income per person by study area are shown below in Table 21.9.

Table 21.9: Economic Indicators. Source: CSO (2023), Population Aged 15 Years and Older in the Labour Force, 2022 and CSO (2026), Estimates of Household Income, 2024

| | County Wicklow | County Wexford | Local Area | Ireland |
|-------------------------------|----------------|----------------|------------|---------|
| Employment Rate | 91.7% | 90.2% | 90.9% | 91.7% |
| Unemployment Rate | 8.3% | 9.8% | 9.1% | 8.3% |
| Average Income per Person (€) | 46,631 | 37,111 | 41,774 | 43,709 |

AFFLUENCE AND DEPRIVATION

21.6.2.36 The Pobal Deprivation Index is Ireland’s most widely used social gradient metric, which scores each small area (50 – 200 households) in terms of affluence or disadvantage (Pobal, 2022). The index uses information from Ireland’s census, such as employment, age profile and educational attainment, to calculate this score.

21.6.2.37 According to the 2022 Index, Wicklow Town and its surrounds vary from “*affluent*” to “*very disadvantaged*”, with the majority of small areas in the mid-range being “*marginally above average*” or “*marginally below average*.” County Wicklow overall was in the marginally above average category. Arklow and its surrounding area has been recorded as a less affluent area, with the levels of deprivation ranging from “*marginally below average*” to “*very disadvantaged*”, with County Wexford in the “*marginally below average*” category overall.

EDUCATION

21.6.2.38 Qualification levels by study area are shown below in Table 21.10. The population of the Local Area had higher than average levels of secondary qualifications when compared to Ireland as a whole. Of people who had finished their education, 35.5% did so having completed a secondary qualification, higher than the Irish average of 31.7%.

21.6.2.39 However, educational attainment at the third level of education, including apprenticeships, undergraduate degrees, and postgraduate degrees, was below average in the Local Area. While County Wicklow was above average, with 39.8% of people having achieved a third level qualification, in comparison to 36.7% of Ireland as a whole, of those who had completed their education in County Wexford, 31.3% had achieved a third level qualification. Therefore, the Local Area overall was below average in this respect, with 35.4% of people finished with education having achieved this qualification.

Table 21.10: Highest Level of Education Completed, 2022. Source: CSO (2023). Population Aged 15 Years and Over

| | County Wicklow | County Wexford | Local Area | Ireland |
|-----------------------------|----------------|----------------|------------|---------|
| Primary/No formal education | 7.6% | 10.5% | 9.1% | 8.0% |
| Secondary | 32.2% | 38.6% | 35.5% | 31.7% |
| Third Level | 39.8% | 31.3% | 35.4% | 36.7% |

TOURISM AND RECREATION

21.6.2.40 Fáilte Ireland produces annual summaries of the tourism economy in Ireland. It was reported that, in Q3 of 2024, 226,300 people in Ireland were employed in tourism related sectors across Ireland.

21.6.2.41 Fáilte Ireland also provides data on visitor numbers and spending. As data are not available at county-level, the analysis considers data at regional level for the Mid-East¹ and South-East² (County Wicklow and County Wexford are located within these regions respectively) to provide a benchmark against which local performance can be compared to national performance.

21.6.2.42 As shown in Table 21.11, the latest available figures show that there were 2.4 million domestic visitors to the Mid-East/Midlands region in 2024, with domestic tourists spending €488 million in the region in total, an average spend per trip of €205. Domestic trips to this region accounted for 14.4% of domestic trips across Ireland as a whole. The South-East Region accounted for 12.8% of domestic visits within Ireland. The region received 2.1 million domestic visitors, who spent an average €200 per trip, amounting to €422 million in total. In comparison, the 16.6 million domestic visitors across Ireland spent a total of €3,800 million, an average spend per trip of €229.

21.6.2.43 The Mid-East/Midlands region received 0.9 million international visitors in 2024. Total spending by international visitors in the region amounted to €582 million, with an average spend per trip of €624. The region accounted for 8.8% of all international trips taken to Ireland in 2024. The South-East Region received 0.6 million international visitors, accounting for 5.4% of all international visits to Ireland. International visitors to the South-East spent less than visitors to Ireland as a whole, spending an average €583 per trip. Across Ireland, 10.7 million international visitors spent €8,517 million, with an average €799 spent per trip.

Table 21.11: Visitor Numbers and Spending. Source: Fáilte Ireland (2025), Key Tourism Facts 2024

| | Mid-East/Midlands | South-East | Ireland |
|-----------------------------------|-------------------|------------|---------------|
| Visitor Numbers (millions) | | | |
| Domestic Visitors | 2.4 | 2.1 | 16.6 |
| International Visitors | 0.9 | 0.6 | 10.7 |
| Total | 3.3 | 2.7 | 27.2 |
| Spend (€ millions) | | | |
| Domestic Visitors | 488 | 422 | 3,800 |
| International Visitors | 582 | 336 | 8,517 |
| Total | 1,070 | 758 | 12,317 |

21.6.2.44 As shown below in Figure 21.2, the Mid East/Midlands region received a total 3.3 million visitors, the lowest total number of visitors of the regions overall. There were 2.4 million domestic visitors to the region, the fourth highest of the regions, and the region was fifth in terms of the number of international visitors at 0.9 million. The South East Region received 2.7 million visitors in 2024; the second lowest number of total visitors of all seven regions. International visits to this region were lowest at 0.6 million, while the region ranked fifth in terms of the number of domestic visits of the seven regions at 2.7 million.

¹ Which includes County Wicklow

² Which includes County Wexford

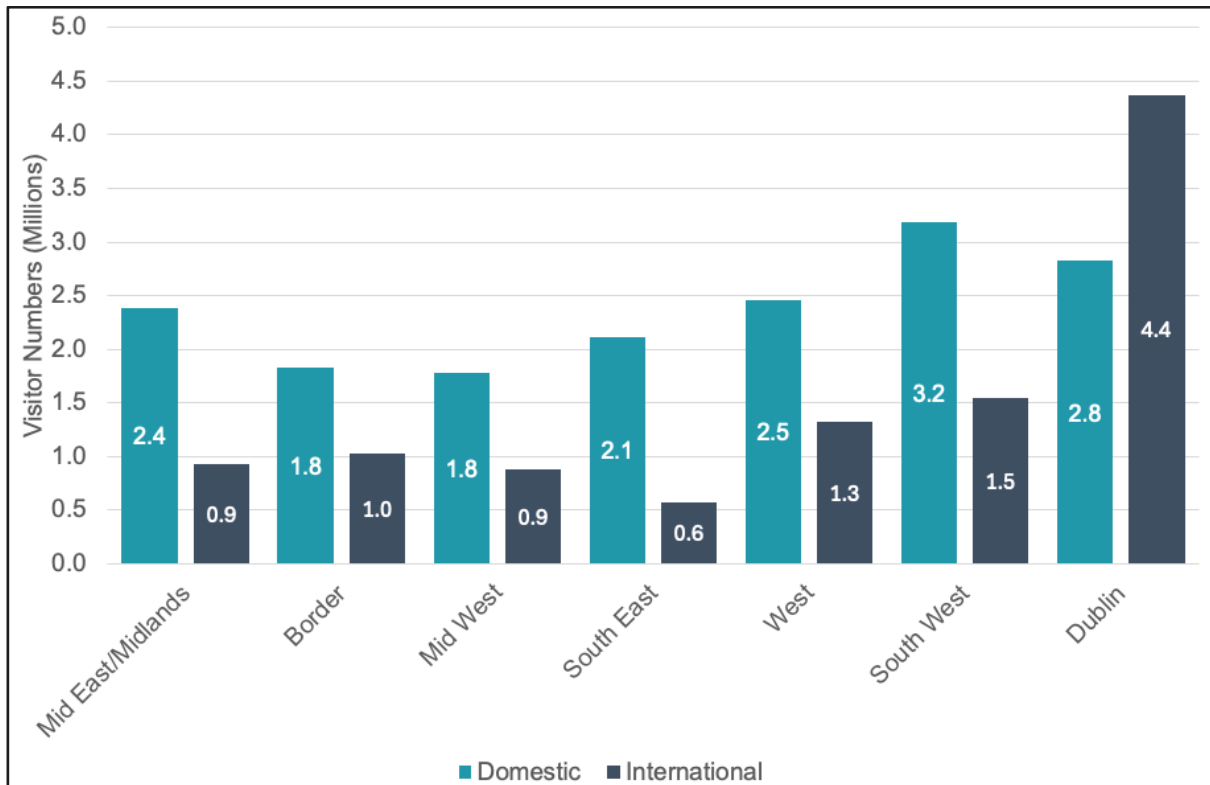


Figure 21.2: Visitor Numbers by Irish Regions

Source: Fáilte Ireland (2025), Key Tourism Facts 2024

21.6.2.45 Data on popular tourist attractions, both paid and free, by Irish region, are published annually by Fáilte Ireland. This identified the top attractions in both County Wicklow and Country Wexford.

21.6.2.46 The most visited tourist attractions in County Wicklow are shown in Table 21.12 below. The most popular of these was Powerscourt House, Gardens & Waterfall, which received 453,068 visitors in 2024. The publication for 2021 also identified Killeruddery House & Gardens and the National Sealife Centre as popular attractions in the region (Failte Ireland, 2022).

Table 21.12: County Wicklow Attraction Attendances, 2024. Source: Fáilte Ireland (2025), Annual Visitor Attractions Survey

| Attraction | Description | Attendances | Closest Distance from Proposed Development |
|---|--|-------------|--|
| Powerscourt Estate, Gardens & Waterfall | 18 th century house and estate featuring 47 acres of garden | 453,068 | 35 km |
| Glendalough Monument & Site | Original gateway and round tower from the monastic city | 362,721 | 28 km |
| Beyond the Trees, Avondale | Forest attractions featuring a treetop walk and a viewing tower | 354,045 | 15 km |
| Russborough House & Parklands | Stately house which hosts various events and exhibits | 200,000 | 47 km |
| Kilmacurragh Gardens | Ireland's national botanic gardens on an 18 th century estate | 147,634 | 11 km |
| Killruddery House & Gardens | 800-acre estate featuring a farm, woodland, and 17 th century garden | 91,607 | 32 km |
| National Sealife Centre | Family friendly aquarium featuring various marine species | 83,700 | 36 km |
| Wicklow's Historic Gaol | Historic prison which offers tours | 25,105 | 10 km |
| Mount Usher Gardens | Garden spanning 22 acres along the River Vartry with a collection of rare plants | 25,000 | 15 km |
| Powerscourt Distillery | Irish whiskey distillery and visitor centre offering tours and tasting experiences | 19,000 | 35 km |

21.6.2.47 The most visited tourist attractions in County Wexford are shown in Table 21.13 below. The most popular of these was Johnstown Castle Estate, Museum & Gardens, which received 178,000 visitors in 2024. The publication for 2021 also identified Dunbrody Famine Ship, Kennedy Homestead and Enniscorthy Castle (Failte Ireland, 2022).

Table 21.13: County Wexford Attraction Attendances, 2024. Source: Fáilte Ireland (2025), Annual Visitor Attractions Survey

| Attraction | Description | Attendances | Closest Distance from Proposed Development |
|---|--|-------------|--|
| Johnstown Castle Estate, Museum & Gardens | Gothic Irish castle featuring a 120-acre estate and gardens | 178,000 | 53 km |
| The JFK Memorial Park and Arboretum | 252-hectare garden featuring a wide collection of flora | 119,612 | 70 km |
| Irish National Heritage Park | 16 reconstructed sites displaying Ireland's history | 59,096 | 48 km |
| Wells House & Gardens | Estate featuring woodlands and gardens, and a 17 th century house | 55,905 | 25 km |
| Kia Ora Mini Farm | Farm offering experiences with exotic animals | 50,000 | 10 km |
| Hook Lighthouse | World's oldest operational lighthouse, offering guided tours | 37,563 | 85 km |
| Tintern Abbey | Cistercian monastery founded in 1200 | 17,757 | 72 km |
| Kilmokea Gardens | Country manor and estate featuring a large garden | 15,500 | 76 km |
| Dunbrody Abbey and Visitor Centre | Historical site centres on 13 th century ruins with a hedge maze | 15,000 | 74 km |
| Colclough Walled Garden | Restored 1800s Georgian walled garden | 14,867 | 72 km |
| Wexford Lavender Farm | Farm offering lavender fields and walks | 12,000 | 12 km |
| Ferns Castle | 13 th century castle featuring historical tapestry | 5,149 | 29 km |
| Blackwater Open Farm | Farm offering experiences with animals | 4,000 | 35 km |
| Duncannon Fort Visitor Centre | Fort offering guided tours about military history | 1,256 | 78 km |

21.6.2.48A number of tourist attractions have been assessed in other chapters of the EIAR. These include:

- Wicklow Head Lighthouse, an 18th century lighthouse which now operates as a self-catering accommodation provider;
- Blainroe Golf Club, an 18 hole golf course which first opened in 1978; and
- Sorrento Park, a public park with sea views.

21.6.2.49 Potential significant impacts are also identified in associated with a number of beaches on the East Coast of Ireland. This assessment will identify any potential tourism impacts associated with beaches located within the Local Area, including:

- Brittas Bay Beach, located in County Wicklow;
- Clogga Beach, located in County Wicklow;
- Newcastle Beach, located in County Wicklow;
- Ballymoney Beach, located in County Wexford;
- Courtown Harbour Beach, located in County Wexford; and

- Curraclloe Beach, located in County Wexford.

MARINE RECREATION

21.6.2.50 Marine-based tourism and leisure activity demand consists of both a domestic and an international market. Fáilte Ireland figures indicate that approximately 146,000 tourists to Ireland participated in angling in 2018. Marine activities such as surfing, windsurfing, kite surfing, sailing and sea kayaking are also very popular among domestic tourists.

21.6.2.51 Various marine recreation activities are available to visitors to County Wicklow, with multiple businesses offering classes and experiences in paddleboarding, kayaking, canoeing, surfing and windsurfing. Visitors may also take part in sea fishing and angling, with access to various species including bass, tope, and mackerel (TripAdvisor, 2023). The Wicklow Tourism Strategy and Marketing Plan (Wicklow County Tourism, 2018) highlights the coastal town of Greystones, located approximately 29km North of the Proposed Development at the closest point, which attracts tourists in part through the offer of sailing and other marine activities. The town of Wicklow, approximately 10km North of the Proposed Development, is also highlighted as an area which attracts visitors through marine tourism, with the strategy noting boat hiring and kayaking businesses in the area. The Developer has helped to support marine recreation in County Wicklow, sponsoring events such as the Round Ireland Yacht Race.

21.6.2.52 In County Wexford, the availability of beaches allows participation in various water sports, with various businesses offering kayaking and kitesurfing experiences in the area. Surfing is particularly popular in County Wexford, with the Hook Peninsula home to various popular surfing beaches (TripAdvisor, 2023). Visitors to County Wexford may also take part in a day excursion by ferry to the Saltee Islands off the coast of Kilmore Quay, where visitors can view various seabirds including puffins, gannets and razorbills. (The Irish Road Trip, 2023). The County Wexford Tourism Strategy (Wexford County Council, 2019), highlights the area's 17 piers and harbours which have the potential to support marine recreation, outlining the intention to develop and enhance infrastructure and marine tourism facilities on the Hook Peninsula on the South coast of Ireland.

SUMMARY OF SOCIO-ECONOMICS AND TOURISM BASELINE

21.6.2.53 County Wicklow and County Wexford both had a lower proportion of residents aged 15-64 compared to Ireland as a whole. Economic indicators suggest high activity in County Wicklow, which has a higher employment rate and average income compared to Ireland as a whole, while County Wexford had a below average employment rate and average annual income.

21.6.2.54 Both County Wicklow and County Wexford have above average employment in manufacturing and construction, sectors which are likely to benefit from the Proposed Development. The expansion of the onshore wind sector in the area could provide an opportunity for a further diversification of its economic base. In addition, the sector could contribute to the retention of young people in the area through high skilled and high paying jobs.

21.6.2.55 Together, County Wicklow and County Wexford account for just under a quarter of all visits across Ireland, but around 16% of the total annual spending of tourists. This activity driven in part by popular attractions, which receive a total 1.9 million visitors, and the presence of marine activities including water sports, angling, and boat tours.

RESIDENTIAL AMENITIES AND COMMUNITY FACILITIES

21.6.2.56 The quality of a residential amenity or community facility is influenced by a combination of factors, including site setting and local character, land- use activities in the area and the relative degree of peace and tranquillity experienced in the residence.

21.6.2.57 Local Services / Amenities (Social Infrastructure) within the local study area also impact on residential amenities and include a wide range of services and facilities including health, education, community, cultural, play, faith, recreation and sports facilities that contribute to the quality of life.

21.6.2.58 Wicklow Town, Arklow, Courtown and the surrounding areas have a wide range of community facilities including parks, youth centres playgrounds, sports clubs and gyms, including those outlined in Table 21.14, Table 21.15 and Table 21.16.

Table 21.14: Social Infrastructure. Source: Google Maps (2023), County Wicklow and County Wexford

| Attraction |
|--|
| Wicklow County Council |
| Arklow Dementia Garden |
| Kildare Wicklow Education and Training Board |
| Bray Institute Further Education |
| Wicklow County Campus Centre of Excellence, Rathnew Courtown Beach |
| Wicklow Primary Healthcare Centre |
| Arklow Health Centre |

Table 21.15: Residential Amenities. Source: Google Maps (2023), County Wicklow and County Wexford

| Attraction |
|--|
| Buckroneys Dunes (Buckroneys-Brittass Dunes and Fen Special Area of Conservation (SAC) Brittass Bay Beach |
| County Council Libraries (throughout county) |
| Sports clubs throughout county including Gaelic Athletic Association (GAA), soccer, rugby, athletics and golf Arklow Harbour |
| Arklow Bay Hotel |
| Arklow Holidays Caravan Park |
| Arklow Maritime Museum |
| Porter's Rock Beach |
| Ennereilly Beach |
| Brittass Bay Beach |
| Brittass Bay Caravan Parks |
| Seaview Avenue Playground, Arklow |

| Attraction |
|--------------------------------------|
| Coral Leisure Gym (Arklow & Wicklow) |
| St Peter's Place Playground, Arklow |
| Arklow Running Track |
| The Vault Youth Centre, Arklow |
| Arklow Skate Park |
| Wicklow Skate Park & Outdoor Gym |
| Glen Beach Cliff Walk, Wicklow |
| Courtown Beach |
| Ardamine Beach |
| Courtown Caravan Park |

Table 21.16: Local Industry. Source: Google Maps (2023), County Wicklow and County Wexford

| Attraction |
|--------------------------------------|
| Bridgewater Shopping Centre (Arklow) |
| Arklow Harbour |
| Wicklow Port |

SCHOOLS

21.6.2.59 School Days collects data on the number of schools by county across Ireland. As shown in Table 21.17, in County Wicklow, there are a total 128 primary and secondary schools, representing one school for every 239 children aged 15 and younger in the county. There are 133 schools in County Wexford, representing one school for every 256 children of this age group. For every school in the Local Area as a whole, there are 248 children aged 15 and under. This is slightly lower than the average number of children per school across Ireland, where there are approximately 4,000 schools in total, with 254 children of this age group for every school in Ireland.

Table 21.17: Children Aged 0-15 per School. Source: School Days (2023), Find Primary Schools in Ireland – Primary Wicklow, School Days (2023), Find Primary Schools in Ireland – Primary Wexford, School Days (2023), Secondary School Listings and Wicklow, School Days (2023), Secondary School Listings, Wexford

| | County Wicklow | County Wexford | Local Area | Ireland |
|-------------------------------|----------------|----------------|------------|---------|
| Primary | 101 | 110 | 211 | 3,300 |
| Secondary | 27 | 23 | 50 | 700 |
| Total Schools | 128 | 133 | 261 | 4,000 |
| Children Aged 0-15 per School | 239 | 256 | 248 | 254 |

21.6.3 ‘Do nothing’ scenario

21.6.3.1 Annex IV of the EIA Directive sets out the information required to be included in an EIAR. This includes “a description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge”. In the event that the Proposed Development does not proceed, an assessment of the future baseline conditions has been carried out and is described within this section.

21.6.3.2 It is expected that the Developer would invest to develop Arklow Harbour, enabling it to support the O&M activities that would occur after the Proposed Development has been constructed. Currently, the majority of the port’s income is generated by fishing activities, but the investment associated with the Proposed Development would enable the expansion of activities taking place at Arklow Harbour, diversifying income streams and generating employment in the area. Under a ‘Do Nothing’ scenario, this investment would not occur, making it less likely that non-fishing activity at Arklow Harbour would develop.

21.6.4 Data limitations

21.6.4.1 Tourism visitor numbers and spending were not available at the area of the Local level, meaning conclusions on the size of the tourism sector more accurately reflect tourism activity at the regional level of the Mid-East/Midlands region, which encompasses County Wicklow, and the South East Region, which encompasses County Wexford.

21.7 Assessment Parameters

21.7.1 Key parameters for assessment

21.7.1.1 The assessment of significance of effects has been carried out on both of the two discrete project design options detailed in Volume II, Chapter 4, Description of Development (Revised March 2026). This approach has allowed for a robust and full assessment of the Proposed Development.

21.7.1.2 The two project design options and parameters relevant to each potential impact are detailed in Table 21.18 and Table 21.19.

Table 21.18: Project design parameters and impacts assessed – Project Design Option 1

| Potential impact | Phase | | | Project design option 1 |
|------------------------------|-------|---|---|---|
| | C | O | D | |
| Economic Impact (GVA) | ✓ | ✓ | ✓ | <p>53 WTGs each with an anticipated capacity of 15MW giving an anticipated installed capacity of 840MW. 840MW has been used instead of the 800MW as this reflects more accurately the expenditure associated with turbines of the size which will be constructed for the Proposed Development.</p> <p>Conservative assumptions are made with regards to the ability of businesses in each study area to deliver the contracts for the Proposed Development across all tiers.</p> |
| Economic Impact (Employment) | ✓ | ✓ | ✓ | <p>53 WTGs each with an anticipated capacity of 15MW giving an anticipated installed capacity of 840MW. 840MW has been used instead of the 800MW as this reflects more accurately the expenditure associated with turbines of the size which will be constructed for the Proposed Development.</p> <p>Conservative assumptions are made with regards to the ability of businesses in each study area to deliver the contracts for the Proposed Development across all tiers.</p> |
| Tourism Sector Impact | ✓ | ✓ | ✓ | <p>Tourism sector impacts are determined by potentially significant effects on the key drivers of the tourism economy within the Local Area. These drivers will be either tourism or recreation assets. Tourism and recreation impacts are determined by environmental effects identified in other chapters, including:</p> <ul style="list-style-type: none"> • Volume II, Chapter 8: Airborne Noise (Revised March 2026); • Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026); • Volume II, Chapter 15: Shipping and Navigation (Revised March 2026); • Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026); • Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026); |

| Potential impact | Phase | | | Project design option 1 |
|--|-------|---|---|--|
| | C | O | D | |
| | | | | <ul style="list-style-type: none"> • Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and • Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026). <p>Therefore the design parameters that determine these impacts will vary depending on which environmental effect, such as visual impact, is driving the impacts on tourism and recreation.</p> |
| Tourism and Recreational Assets Impacts | ✓ | ✓ | ✓ | <p>Impacts are dependent on significant impacts identified in other chapters of the EIAR, including:</p> <ul style="list-style-type: none"> • Volume II, Chapter 8: Airborne Noise (Revised March 2026); • Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026); • Volume II, Chapter 15: Shipping and Navigation (Revised March 2026); • Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026); • Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026); • Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and • Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026). <p>Therefore the design parameters that determine these impacts will vary depending on which environmental effect, such as visual impact, is driving the impacts on tourism and recreation.</p> |
| Residential Amenities and Community Facility Impacts | ✓ | ✓ | ✓ | N/A |

Table 21.19: Project design parameters and impacts assessed - Project Design Option 2

| Potential impact | Phase | | | Project design option 2 |
|------------------------------|-------|---|---|---|
| | C | O | D | |
| Economic Impact (GVA) | ✓ | ✓ | ✓ | <p>47 WTGs each with an anticipated capacity of 18MW giving an anticipated installed capacity of 846MW. 846MW has been used instead of the 800MW as this reflects more accurately the expenditure associated with turbines of the size which will be constructed for the Proposed Development.</p> <p>Conservative assumptions are made with regards to the ability of businesses in each study area to deliver the contracts for the Proposed Development across all tiers.</p> |
| Economic Impact (Employment) | ✓ | ✓ | ✓ | <p>47 WTGs each with an anticipated capacity of 18MW giving an anticipated installed capacity of 846MW. 846MW has been used instead of the 800MW as this reflects more accurately the expenditure associated with turbines of the size which will be constructed for the Proposed Development.</p> <p>Conservative assumptions are made with regards to the ability of businesses in each study area to deliver the contracts for the Proposed Development across all tiers.</p> |
| Tourism Sector Impact | ✓ | ✓ | ✓ | <p>Tourism sector impacts are determined by potentially significant effects on the key drivers of the tourism economy within the Local Area. These drivers will be either tourism or recreation assets. Tourism and recreation impacts are determined by environmental effects identified in other chapters, including:</p> <ul style="list-style-type: none"> • Volume II, Chapter 8: Airborne Noise (Revised March 2026); • Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026); • Volume II, Chapter 15: Shipping and Navigation (Revised March 2026); • Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026); • Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026); |

| Potential impact | Phase | | | Project design option 2 |
|--|-------|---|---|--|
| | C | O | D | |
| | | | | <ul style="list-style-type: none"> • Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and • Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026). <p>Therefore the design parameters that determine these impacts will vary depending on which environmental effect, such as visual impact, is driving the impacts on tourism and recreation.</p> |
| Tourism and Recreational Assets Impacts | ✓ | ✓ | ✓ | <p>Impacts are dependent on significant impacts identified in other chapters of the EIAR, including:</p> <ul style="list-style-type: none"> • Volume II, Chapter 8: Airborne Noise (Revised March 2026); • Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026); • Volume II, Chapter 15: Shipping and Navigation (Revised March 2026); • Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026); • Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026); • Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and • Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026). <p>Therefore the design parameters that determine these impacts will vary depending on which environmental effect, such as visual impact, is driving the impacts on tourism and recreation.</p> |
| Residential Amenities and Community Facility Impacts | ✓ | ✓ | ✓ | N/A |

21.7.2 Impacts scoped out of the assessment

- 21.7.2.1 On the basis of the baseline environment and the description of development outlined in Volume II, Chapter 4: Description of Development (Revised March 2026), a number of impacts are proposed to be scoped out of the assessment for Population and Human Health.
- 21.7.2.2 This includes Human Health Impacts, which were scoped in to the initial scoping report, largely due to the concern at the time of writing of the potential risk of the spread of Covid-19 resulting from transient materials and workers. This risk has now significantly reduced and it is not expected that transient materials or workers would pose a significant health risk.
- 21.7.2.3 There are some potential positive benefits to human health, associated with the potential increase in employment associated with the Proposed Development. Unemployment is known to have significant negative effects on mental health (The Health Foundation, 2021), and enabling increased levels of employment can help to address the mental health issues exacerbated by unemployment. However, these effects could not be reliably quantified.
- 21.7.2.4 Transboundary impacts have also been scoped out of the assessment since the initial scoping report. It is likely that there will be economic transboundary effects resulting from the proposed Development as much of the associated expenditure will be awarded to companies outside of Ireland. However, the required data to accurately quantify and assess these effects is not publicly available. These effects would also not be relevant to the scope of decision makers regarding the Proposed Development.
- 21.7.2.5 These impacts are outlined, together with a justification for scoping them out, in Table 21.20.

Table 21.20: Impacts scoped out of the assessment for Population and Human Health

| Potential impact | Justification |
|-----------------------|--|
| Human Health Impacts | <p>The risk of potential spread of diseases such as COVID-19 as a result of transient materials and workforce utilised in the construction phase of the Proposed Development have been assessed as unlikely to cause a significant impact.</p> <p>Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026), Appendix to Volume II, Chapter 21: Population and Human Health (Revised March 2026) considered potential effects on wellbeing associated with the development of visible offshore wind farms. The analysis found that while a minority of people may be vulnerable to negative wellbeing impacts, there is no trend to suggest potential for significant negative impacts on mental health as the result of the development of an offshore wind farm.</p> |
| Transboundary Impacts | <p>It was assessed that it was unlikely that there would be any relevant transboundary effects arising from the Proposed Development.</p> |

21.8 Impact assessment methodology

21.8.1 Overview

21.8.1.1 The Population and Human Health impact assessment has followed the methodology set out in Volume II, Chapter 5: EIA Methodology (Revised March 2026). Specific to the Population and Human Health impact assessment, the following guidance documents have also been considered:

- Department of Housing, Local Government and Heritage (2018), Guidelines for Planning Authorities and ABP on carrying out Environmental Impact Assessment;
- Department of Public Expenditure and Reform (2012), Public Spending Code A Guide to Economic Appraisal: Carrying Out a Cost Benefit Analysis;
- Department of Communications, Climate Action & Environment (DCCAE) (2018), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects;
- EPA, (2002), Guidelines on the information to be contained in Environmental Impact Statements;
- EPA (2003), Advice Notes on Current Practice in the Preparation of EIS;
- EPA, (2022), Guidelines on the information to be contained in Environmental Impact Assessment Reports;
- EU Publications (2017), Guidance on the Preparation of the Environmental Impact Assessment Report;
- SEAI (2017), Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects; and
- Fáilte Ireland (2022), EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects.

21.8.2 Impact assessment criteria

Economic Assessment Methodology

21.8.2.1 The economic impacts considered are reported in terms of:

- Gross Value Added (GVA) – this is a measure of economic value added by an organisation or industry and is typically estimated by subtracting the non-staff operational costs from the revenues of an organisation;
- Years of Employment - this is a measure of employment which is equivalent to one person being employed for an entire year and is typically used when considering short term employment impacts, such as those associated with the construction phase of the Proposed Development; and
- Jobs - this is a measure of employment which considers the headcount employment in an organisation or industry. This measure is used when considering long term impacts such as the jobs supported during the operational phase of the Proposed Development.

21.8.2.2 The focus of the assessments will be the direct and indirect (supply chain) effects. In addition to this, the assessment has also considered the effects of staff spending and the economic impact that this subsequent increase in demand stimulates (the induced effect).

21.8.2.3 The Proposed Development will include the construction and installation of new foundations and WTGs, the OSPs and the construction and installation of inter-array and Cable Corridor and Working Area.

21.8.2.4 This expenditure is what shall drive the positive economic impacts. This value may change between the production of the EIAR and the construction of the Proposed Development to reflect

any agreements reached between the Developer and potential suppliers and any changes in the market that impact prices.

21.8.2.5 The analysis for the Proposed Development will cover the three stages of the Proposed Development, namely:

- The construction stage;
- The operational and maintenance stage; and
- The decommissioning stage.

21.8.2.6 The impacts during the construction phase are based on planned expenditure associated with this phase. In addition to the total impact over the period, the assessment considered the timings of impacts during this stage to understand the peaks and troughs of this activity.

21.8.2.7 The impacts during the operational phase are based on projected annual operational expenditure over the expected 36.5 year operational lifetime of the Proposed Development.

21.8.2.8 In instances where impacts are expected to occur over a number of years, such as the operational phase, a discount rate will be applied. This allows impacts that occur sooner to be valued more highly than impacts that occur in the future, a concept known as time preference. In this instance a discount rate of 4.0% will be chosen, which is in line with the Irish Government's guidance (Department of Public Expenditure and Reform, 2012).

Tourism and Recreation Impact Assessment Methodology

THE RELATIONSHIP BETWEEN OFFSHORE WIND FARMS AND TOURISM

21.8.2.9 The relationship between wind developments (both onshore and offshore) and tourism activity has been the subject of several studies.

21.8.2.10 The visibility of WTGs to onshore tourists and recreational receptors has the potential to affect the amenity of an area. However, tourism perception research in North Devon (Aitchison, 2004), Scotland (Glasgow Caledonian University, 2008), and Northumberland (Northumbria University, 2014) show that the majority of people do not perceive wind farms negatively. Furthermore, economic studies of Wales (Regeneris and The Tourism Company, 2014) and Scotland (Biggar Economics, 2021) demonstrate that wind farms have no measurable effect on the tourism economy. Research on the perception of wind farms in Ireland conducted by Failte Ireland in 2008 (Failte Ireland, 2008), 2012 (Failte Ireland, 2012), and 2018 (Failte Ireland, 2018), concluded that, while awareness of the presence of wind farms in Ireland was high amongst visitors, the number of visitors who reported the developments detracted from the quality of their sightseeing was relatively low.

21.8.2.11 With regards to OWFs, an assessment was carried out in 2020 (Biggar Economics, 2020) of the impact on tourism and recreation associated with the East Anglia Two OWF. The analysis considered visitor spending in 16 areas on the Suffolk Coast, including two Areas of Outstanding Natural Beauty (AONB), to identify any relationship between offshore wind impacts and changes in visitor behaviour or spending during the construction period. The assessment found no notable impacts on tourism activity associated with the nearby offshore wind developments.

21.8.2.12 Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026) Appendix to Volume II, Chapter 21: Population and Human Health (Revised March 2026) analysed tourism employment trends in the areas proximate to six visible offshore wind farms in the UK. This analysis found no demonstrable relationship between visible offshore wind developments and tourism employment. Half of the analysed wind farm areas experienced no reductions in tourism employment between the years prior to and immediately after construction. Where analysed areas did experience reductions in tourism employment during this period, all returned to and exceeded pre-construction levels of tourism employment in the long-term, suggesting that short-term reductions were unrelated to the development of the wind farms.

21.8.2.13 These assessments have found no general relationship between the development of wind energy projects and the performance of the tourism economy. Therefore, the assessment of the impact of the Proposed Development on the tourism economy and specific tourism and recreation assets considers the specific environmental impacts that these receptors will experience as a result and it will consider how these impacts may result in changes to visitor and user behaviour.

21.8.2.14 In terms of the Local Area specifically, ABWP1 was operational from 2004-2025 off the coast of Ireland, proximate to the Local Area. If offshore turbines were likely to have a significant effect on tourism, it would be expected that some effects would already have been felt by the area. A survey conducted by Failte Ireland (Failte Ireland, 2023) of visitors to Brittas Bay in County Wicklow, with visibility of ABWP1, found that around 18% of respondents noticed the turbines on their way to the beach, none noted any developments standing out while at Brittas Bay itself. Over three quarters said they visited Brittas Bay for the beautiful scenery, and 65% said the landscape in fact exceeded their expectations.

FACTORS DRIVING TOURISM ACTIVITY

21.8.2.15 Based on existing evidence on tourism and the tourism economy, tourism activity is mostly driven by the following factors:

- The ability and willingness of tourists to travel;
- Economic performance (and so whether tourists have disposable income available for leisure trips);
- Exchange rates;
- The quality of the overall tourism product;
- The effectiveness of destination marketing; and
- The quality and value for money of the services offered by tourism businesses.

21.8.2.16 In addition, the attractiveness of individual tourism and recreation assets and locations will depend on multiple factors, including those which could be impacted by the development, construction, operation and decommissioning of the Proposed Development. These impacts have been identified in other chapters of the EIAR.

21.8.2.17 The assessment of tourism impacts during the construction, operational and maintenance phase, and decommissioning of the Proposed Development will consider whether visitor attractions and the motivations for visiting them will be affected by significant impacts identified in other chapters of the EIAR, including:

- Volume II, Chapter 8: Airborne Noise (Revised March 2026);
- Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026);
- Volume II, Chapter 15: Shipping and Navigation (Revised March 2026);
- Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026);
- Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026);
- Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026); and
- Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026).

SENSITIVITY OF ECONOMIES

21.8.2.18 The sensitivity of an economy is linked to how well it is able to absorb change. To consider the sensitivity of an economy, or a sector within that economy, it is necessary to consider both the resilience and agility of the economy. There are a number of factors that contribute to an assessment of resilience and agility, these include:

- The scale of the economy;
- The diversity of sectors in the economy;
- The level of economic activity;
- The level of skills and education; and
- The level of economic potential from utilising capital (natural, human, social, economic).

21.8.2.19 An economy that is small in absolute terms may have less agility, particularly if the structure is well established. Demographic trends are also likely to be relevant.

21.8.2.20 The diversity of the economy, as defined by the spread of sectors, is a good indicator of resilience. If an economy is over reliant on one sector, then a shock that impacts on this sector could have a disproportionate impact on the economy as a whole.

21.8.2.21 The economic activity rate in an economy, particularly how this compares to the wider national economy and trends in this rate are an indicator of economic resilience. A declining, either in absolute or relative terms, economically active population could indicate that the economy has been less able to accommodate changes. Conversely, an economically active population that is growing at a faster rate than the national average could indicate a greater level of agility.

21.8.2.22 The level of skill in an economy, as described by the level of qualifications and occupation level, indicate the ability of the workforce to react to new employment opportunities or find new work if there is a loss of employment.

21.8.2.23 The economic potential of an economy is linked to the natural, human, social and economic capital that is available.

21.8.2.24 The assessment of sensitivity also accounts for the 2022 EPA guidance, considering:

- Adaptability: How effectively the receptor can avoid or adapt to an impact;
- Tolerance: The capacity of the receptor to accommodate the proposed form of change;
- Recoverability: The length of time anticipated for the effect on the receptor; and
- Value: The relative importance of the receptor internationally and/or its relative socio-economic value.

21.8.2.25 Definition of the sensitivity of economies are outlined in Table 21.21.

Table 21.21: Definitions of Sensitivity of Economies

| Receptor sensitivity | Definition |
|----------------------|--|
| High | <p>An economy of high sensitivity will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to an economy being considered of high sensitivity include:</p> <p>The economy is particularly reliant on a single sector; The number of jobs in the economy has been declining over multiple years; and The share of people with no qualifications is significantly above the average for the wider economy.</p> |
| Medium | <p>An economy of medium sensitivity has a moderate capacity to absorb changes without fundamentally altering its present character or value, however it would be less resilient than the wider economy. Factors that would contribute to an economy being considered of medium sensitivity include:</p> <p>The economy is particularly reliant on a small number of sectors; The number of jobs in the economy has grown less than the wider economy; and The share of people with no qualifications is above the average for the wider economy.</p> |
| Low | <p>An economy of low sensitivity is tolerant to changes without fundamentally altering its present character or value. Factors that would contribute to an economy being considered of low sensitivity include:</p> <p>Most sectors of the economy are well represented; The number of jobs in the economy has grown in line with the wider economy; and The level of educational attainment is in line with the wider economy.</p> |
| Negligible | <p>An economy of negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to an economy having negligible sensitivity include:</p> <p>The economy is well balanced between sectors; The number of jobs in the economy has grown at a quicker rate than the wider Irish economy; and The share of people with no qualifications is below average for the wider economy.</p> |

SENSITIVITY OF THE TOURISM ECONOMY

21.8.2.26 The assessment will consider the effect of the Proposed Development on the tourism economy.

This will require an assessment of the sensitivity of the tourism sector in the study area. A tourism sector will be sensitive if there are only a few drivers of tourism or if there is a particular reliance on a particular type of visitor.

21.8.2.27 The assessment of sensitivity will also consider the nature of the effect and the key drivers of the tourism economy in each study area. Different tourism and recreation assets will be sensitive to different environmental effects. Therefore, if key assets within the tourism sector are not sensitive to an environmental effect, this will reduce the sensitivity of the tourism economy to that effect. For example, it would not be expected that tourism activity as an indoor museum would be affected by visual impacts, as the motivation to visit such an attraction is not driven by the visual surroundings. Similarly, if the key markets of the tourism sector in an area are sensitive to a particular environmental effect this will also contribute to the overall sensitivity of the tourism sector. Therefore, the overall sensitivity of the tourism sector is dependent on the sensitivity of the drivers of tourism in the area.

21.8.2.28 To assess the sensitivity of the tourism economy in each of the study areas it is necessary to consider:

- The type and number of drivers of tourism to the area;
- The sensitivity of key drivers of the tourism economy to the nature of the effect; and
- The types of visitors that are attracted to the area.

21.8.2.29 Definition of the sensitivity of the tourism sector is outlined in Table 21.22.

Table 21.22: Definitions of Sensitivity of the Tourism Sector

| Receptor sensitivity | Definition |
|----------------------|---|
| High | <p>A tourism sector of high sensitivity will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of high sensitivity include:</p> <p>The tourism sector is particularly reliant on a one single attraction or market that is reliant on environmental conditions; and</p> <p>The number of jobs in the tourism sector economy has been declining over multiple years.</p> |
| Medium | <p>A tourism sector of medium sensitivity has a moderate capacity absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of medium sensitivity include:</p> <p>The tourism sector is particularly reliant on a small number of attractions or markets that are reliant on environmental conditions; and</p> <p>The number of jobs in the tourism sector economy has grown at a slower rate than the wider tourism sector.</p> |
| Low | <p>A tourism sector of low sensitivity will be able to absorb most changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of low sensitivity include:</p> <p>The assets and markets that drive the tourism economy are not reliant on environmental conditions; and</p> <p>The number of jobs in the tourism sector economy has grown at a similar rate to wider tourism sector.</p> |
| Negligible | <p>A tourism sector with negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to a tourism sector being considered of negligible sensitivity include:</p> <p>There are a wide range of assets and markets that drive the tourism economy in the area;</p> <p>The number of jobs in the tourism sector economy has grown at a faster rate than the wider tourism sector.</p> |

21.8.2.30 This assessment will consider how the tourism sector contributes to the wider economy of each study area and if it is a contributing factor to the sensitivity of the economy. This will consider factors such as the contribution of the tourism sector to the local economy, including:

- Tourism employment as a proportion of total employment; and
- The contribution of the tourism sector to the productivity of the wider economy.

21.8.2.31 The assessment will also consider the contribution of the area to the tourism sector in the wider economy, including:

- The number of visitors to the area relative to the number of visitors to the wider area; and
- The presence of tourism attractions/receptors that are considered to be of national or regional importance.

21.8.2.32 The effect of the tourism sector on the economy of the study area will be considered as part of the economy impact analysis, if it is determined that the wider economy is sensitive to changes in the tourism sector.

21.8.2.33 Definition of the sensitivity of tourism and recreation assets are outlined in Table 21.23.

Table 21.23: Definitions of Sensitivity in Tourism and Recreation Assets

| Receptor sensitivity | Definition |
|----------------------|---|
| High | <p>A tourism or recreational asset with a high sensitivity will not be able to tolerate or adapt to effects as these will result in a fundamental change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of high sensitivity include:</p> <p>Being dependent on a single environmental condition to attract or accommodate visitors and users; and</p> <p>Being unable to adapt or adjust in response to changes in visitor or user behaviour.</p> |
| Medium | <p>A tourism or recreational asset with a medium sensitivity will have limited capacity to tolerate or adapt to effects as these will result in a moderate change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of medium sensitivity include:</p> <p>Being influenced by a single environmental condition to attract or accommodate visitors and users; and</p> <p>Have a limited ability to adapt or adjust in response to changes in visitor or user behaviour.</p> |
| Low | <p>A tourism or recreational asset with a low sensitivity will have the ability to tolerate or adapt to effects as these will result in an incidental change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of low sensitivity include:</p> <p>Environmental conditions have a minor influence on the ability of the asset to attract or accommodate visitors and users; and</p> <p>Being able to adapt or adjust the assets in response to changes in visitor or user behaviour.</p> |
| Negligible | <p>A tourism or recreational asset with a negligible sensitivity will be resistant to changes in environmental factors. Factors that will contribute to a tourism or recreational asset being considered of negligible sensitivity include:</p> <p>Environmental conditions have a negligible influence on the ability of the asset to attract or accommodate visitors and users; and</p> <p>Having substantial ability to adapt or adjust the assets in response to changes in visitor or user behaviour.</p> |

SENSITIVITY OF RESIDENTIAL AMENITIES AND COMMUNITY FACILITIES

21.8.2.34 The effect on the residential amenities and community facilities is scoped into this assessment. This includes demand for administration, community, retail, environment, education, health and leisure assets.

21.8.2.35 The adaptability and tolerance of residential amenities and community facilities is implied by the current access to or provision of residential amenities and community facilities such as schools, health care centres and leisure centres. A lack of or limited provision of such facilities would suggest that the current supply of residential amenities and community facilities would not be able to adapt to a change in demand.

21.8.2.36 A summary of the definitions and contributing factors for the sensitivity of residential amenities and community facilities assets are given below in Table 21.24.

Table 21.24: Definitions of Sensitivity of Residential Amenities and Community Facilities

| Receptor sensitivity | Definition |
|----------------------|---|
| High | Residential amenities and community facilities of high sensitivity will not be able to tolerate or adapt to impacts as these will result in a fundamental change in the ability of these assets to meet the needs of the community. Factors that will contribute to a residential amenity or community facility being considered of high sensitivity include: Limited access to or provision of residential amenities or community facilities. |
| Medium | Residential amenities and community facilities with medium sensitivity will have a limited capacity to tolerate or adapt to impacts as these will result in a moderate change in the ability of these assets to meet the needs of the community. Factors that will contribute to a residential amenity or community facility being considered of medium sensitivity include: Moderate access to or provision of residential amenities or community facilities. |
| Low | Residential amenities and community facilities with low sensitivity will be able to tolerate or adapt to impacts without a change in the ability of these assets to meet the needs of the community. Factors that will contribute to a residential amenity or community facility being considered of low sensitivity include: Good access to or provision of residential amenities or community facilities. |
| Negligible | Residential amenities and community facilities with negligible sensitivity will be resistant to change as they will have a greater capacity to tolerate changes than the wider country. Factors that will contribute to a community or social asset being considered of negligible sensitivity include: Substantial access to or provision of amenities or community facilities. |

MAGNITUDE OF ECONOMIC IMPACTS

21.8.2.37 The magnitude of an effect is determined by assessing the following sorts of considerations, as outlined by the EPA's 2022 guidelines:

- Extent – The area, the number of sites and/ or the proportion of a population affected over which an impact occurs;
- Duration - The time for which the impact occurs;
- Frequency - How often the impact occurs;
- Probability - How likely the impact is to occur; and
- Consequences - The degree of change relative to the baseline level and the change in character.

21.8.2.38 The socio-economic, tourism and recreation impacts are considered over distinct study areas to capture the spatial extent of any impact. The magnitude and significance of any impact are then considered in relation to the baseline conditions within those study areas.

21.8.2.39 The frequency and temporal extent of any impact will be considered and those which occur over a short period of time will be described as temporary and those which occur over a longer period of time will be described as permanent.

21.8.2.40 The approach to determining the severity, and therefore magnitude, of any socio-economic impacts is outlined in this section for socio-economic and tourism impacts, including:

- Changes in economic activity;
- Tourism and recreation assets; and
- Demographic and service demand impacts.

21.8.2.41 Between 2000 and 2022, the average level of Gross Domestic Product (GDP) per capita growth in Ireland was 6% per annum (International Monetary Fund (IMF), 2023). Between 2000 and 2021, the number of jobs has grown by an average 2% per annum, with total employment at the highest it has been historically in Ireland (CSO, 2023). The magnitude of any change in an economy should be considered within this context.

21.8.2.42 The magnitude of employment impacts should be considered in relation to the levels of economic activity within a study area. The magnitude should be relative to the number of people in employment, rather than the unemployed. Definition of terms relating to the magnitude of economic impacts are outlined in Table 21.25.

Table 21.25: Definition of Terms Relating to Economic Impacts

| Magnitude | Definition |
|------------|--|
| High | An effect would be considered to have a high magnitude if it was equivalent to all of the typical economic growth per capita. Specifically, for each study area: Peak annual GVA impact is greater than, or equal to, 6% of the economy; or Peak employment supported is greater than, or equal to, 2% of the total number of jobs. |
| Medium | An effect would be considered to have a medium magnitude if it was equivalent to half of the typical economic growth per capita. Specifically, for each study area: Peak annual GVA impact is greater than, or equal to, 3% of the economy; or Peak employment supported is greater than, or equal to, 1% of the total number of jobs. |
| Low | An effect would be considered to have a low magnitude if it was equivalent to a quarter of the typical economic growth per capita. Specifically, for each study area: Peak annual GVA impact is greater than, or equal to, 1.5% of the economy; or Peak employment supported is greater than, or equal to, 0.5% of the total number of jobs. |
| Negligible | An effect would be considered to have a negligible magnitude if it was equivalent to less than a quarter of the typical economic growth per capita. Therefore, for each study area: Peak annual GVA impact is less than 1.5% of the economy; or Peak employment supported is less than 0.5% of the total number of jobs. |

MAGNITUDE OF SECTOR SPECIFIC ECONOMIC IMPACTS

21.8.2.43 In addition to the change in the overall impact in the GVA or employment of an area, consideration should also be made for the sectors of the economy which are considered to contribute to the economic sensitivity of the area. For example, if there is a high level of concentration of employment in the tourism trade, particular attention should be given to the magnitude of change within these sectors. Similarly, sectors may contribute to the economy sensitivity of an area because of their relationship to the Proposed Development. As the Proposed Development is an offshore wind project, the construction, manufacturing and professional services sectors present in an area are likely to contribute towards its sensitivity. Definition of terms relating to the magnitude of sector specific economic impacts are outlined in Table 21.26.

Table 21.26: Definition of Terms Relating to Sector Specific Economic Impacts

| Magnitude | Definition |
|------------|--|
| High | An effect would be considered to have a high magnitude on a sector if the change within that sector was equivalent to all of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area: Peak annual GVA impact within that sector is greater than, or equal to, 6% of the sector; or Peak employment supported by the sector is greater than, or equal to, 2% of the total number of jobs in that sector. |
| Medium | An effect would be considered to have a medium magnitude on a sector if the change within that sector was equivalent to half of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area: Peak annual GVA impact within that sector is greater than, or equal to, 3% of the sector; or Peak employment supported by the sector is greater than, or equal to, 1% of the total number of jobs in that sector. |
| Low | An effect would be considered to have a low magnitude on a sector if the change within that sector was equivalent to a quarter of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area: Peak annual GVA impact within that sector is greater than, or equal to, 1.5% of the sector; or Peak employment supported by the sector is greater than, or equal to, 0.5% of the total number of jobs in that sector. |
| Negligible | An effect would be considered to have a negligible magnitude on a sector if the change within that sector was equivalent to less than a quarter of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area: Peak annual GVA impact within that sector is less than 1.5% of the sector; or Peak employment supported by the sector is less than 0.5% of the total number of jobs in that sector. |

MAGNITUDE OF TOURISM AND RECREATION IMPACTS

21.8.2.44 Impacts will occur on tourism and recreation receptors if they are sensitive to changes in environmental factors that will occur as a result of the Proposed Development and the receptors is considered to experience a significant impact as a result of changes to these environmental factors. For example, a significant visual effect on a tourism asset for which the motivation to visit is driven by the current visuals of the impacted area.

21.8.2.45 The impacts considered relevant to tourism and recreation assets are changes to visitor or user behaviour and outcomes. Any environmental impact on these receptors shall therefore be assessed against how it will change behaviour compared to the current baseline of visitor or user behaviour of the receptor. Definition of terms relating to the magnitude of tourism and recreation impacts are outlined in Table 21.27.

Table 21.27: Definition of Terms Relating to Tourism and Recreation Impacts

| Magnitude | Definition |
|------------|--|
| High | The effect on a tourism and recreation asset would be considered to have a high magnitude if it is predicted to experience a major change of behaviour of visitors or users. |
| Medium | The effect on a tourism and recreation asset would be considered to have a medium magnitude if it is predicted to experience a moderate change of behaviour of visitors or users. |
| Low | The effect on a tourism and recreation asset would be considered to have a low magnitude if it is predicted to experience a minor change of behaviour of visitors or users. |
| Negligible | The effect on a tourism and recreation asset would be considered to have a negligible magnitude if it is predicted to experience an undetectable change of behaviour of visitors or users. |

MAGNITUDE OF RESIDENTIAL AMENITIES AND COMMUNITY FACILITIES IMPACTS

21.8.2.46 The magnitude of impacts on the residential amenities or community facilities assets is dependent on the demographic changes that will occur in the relevant study area as a result of the Proposed Development.

21.8.2.47 The severity of any change in demographics is measured against the level of annual change that is typical in the study area that it serves. This will be in line with the change a community or social asset will accommodate in a year. Definition of terms relating to the magnitude of residential amenities and community facilities are outlined in Table 21.28.

Table 21.28: Definition of Terms Relating to Residential Amenities and Community Facilities Impacts

| Magnitude | Definition |
|------------|--|
| High | The effect on a social or community asset would be considered to have a high magnitude if the change in residual population was equivalent to 100% or more of the average annual growth rate for the study area or if the Proposed Development results in closure or severance of an asset |
| Medium | The effect on a social or community asset would be considered to have a medium magnitude if the change in residual population was equivalent to between 50% and 100% of the average annual growth rate for the study area or if the Proposed Development results in the temporary closure or severance of an asset |
| Low | The effect on a social or community asset would be considered to have a low magnitude if the change in residual population was equivalent to between 25% and 50% of the average annual growth rate for the study area or if the Proposed Development results in a diversion around an asset |
| Negligible | The effect on a social or community asset would be considered to have a negligible magnitude if the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development does not result in any potential closures, severances or diversions around an asset. |

SIGNIFICANCE OF EFFECT

21.8.2.48 The significance of the effects upon the economies of the Local Area and Ireland, the tourism economy of the Local Area, the tourism assets within the Local Area, and the residential amenities and community facilities within the Local Area are determined by correlating the magnitude of the impact and the sensitivity of the receptor. The particular method employed for this assessment is presented in Table 21.29. Where a range of significance of effect is presented in Table 21.29, the final assessment for each effect is based upon expert judgement.

Table 21.29: Significance of effect matrix

| | | | Baseline Environment - Sensitivity | | | |
|-----------------------------------|-----------------|------------|--|-----------------|-----------------|---------------|
| | | | High | Medium | Low | Negligible |
| Description of Impact - Magnitude | Adverse Impact | High | Profound or Very Significant (significant) | Significant | Moderate* | Imperceptible |
| | | Medium | Significant | Moderate* | Slight | Imperceptible |
| | | Low | Moderate* | Slight | Slight | Imperceptible |
| | Neutral Impact | Negligible | Not Significant | Not Significant | Not Significant | Imperceptible |
| | Positive Impact | Low | Moderate* | Slight | Slight | Imperceptible |
| | | Medium | Significant | Moderate* | Slight | Imperceptible |
| | | High | Profound or Very Significant (significant) | Significant | Moderate* | Imperceptible |

*Moderate levels of effect have the potential, subject to the assessor's professional judgement to be significant or not significant. Moderate will be considered as significant or not significant in EIA terms, depending on the sensitivity and magnitude of change factors evaluated. These evaluations are explained as part of the assessment, where they occur.

21.8.3 Factored in measures

21.8.3.1 The Project Design Options set out in Volume II, Chapter 4: Description of Development (Revised March 2026) includes a number of designed-in measures and management measures (or controls) which have been factored into the Proposed Development and are committed to be delivered by the Developer as part of the Proposed Development.

21.8.3.2 These factored-in measures are standard measures applied to offshore wind development, including lighting and marking of the Proposed Development, use of 'soft-starts' for piling operations etc, to reduce the potential for impacts. Factored-in measures relevant to the assessment on Population and Human Health are presented in Table 21.30. These measures are integrated into the description of development and have therefore been considered in the

impact assessment (i.e. the determination of magnitude and therefore significance assumes implementation of these measures). These measures are considered standard industry practice for this type of development. This approach is in line with EPA guidance which states that ‘in an EIAR it may be useful to describe avoidance measures that have been integrated into the proposed proposal’ (EPA, 2022).

Table 21.30: Factored in measures

| Factored in measures | Justification |
|---|--|
| Appointment of a Community Engagement Manager during the pre-construction and construction phase | It is best practice to involve a Community Engagement Manager |
| Appointment of a Financial Liability Officer | It is best practice to involve a Financial Liability Officer |
| <p>The Developer confirms and commits that it will not carry out any works in respect of the Proposed Development under the planning permission (if granted) at the same time as any activities the subject of the Foreshore Licence for Site Investigations (FS007339).</p> | <p>The Developer was granted a Foreshore Licence (FS007339) for Site Investigations (associated with the Proposed Development) from the Minister for Housing, Local Government and Heritage in May 2022.</p> <p>The Developer confirms and commits that it will not carry out any works in respect of the Proposed Development under the planning permission (if granted) at the same time as any activities the subject of the Foreshore Licence for Site Investigations (FS007339) being carried out.</p> <p>As such there is no temporal overlap between the activities consented in this Foreshore Licence and the Proposed Development and there will be no potential for cumulative effects.</p> |
| <p>The Developer confirms and commits that it will not carry out any works in respect of the Proposed Development under the planning permission (if granted) at the same time as any activities the subject of the Foreshore Licence Application for Site Surveys FS007555 (should a licence be granted) are being carried out.</p> | <p>The Developer submitted a Foreshore Licence Application for Site Surveys to the Minister for Housing, Local Government and Heritage in April 2023 (FS007555) and this application is pending determination.</p> <p>The Developer confirms and commits that it will not carry out any works in respect of the Proposed Development under the planning permission (if granted) at the same time as any activities the subject of the Foreshore Licence Application for Site Surveys FS007555 (should a licence be granted) are being carried out.</p> <p>As such there is no temporal overlap between the activities proposed in the Foreshore Licence Application and the Proposed Development.</p> |

21.9 Assessment of the significance of effects

21.9.1.1 The impacts of the construction, operational and maintenance and decommissioning phases of both Project Design Options forming the Proposed Development have been assessed on the economies of the Local Area and Ireland, tourism assets and the tourism sector in the Local Area, and residential amenities and community facilities in the Local Area. The potential impacts arising from the construction, operational and maintenance and decommissioning phases of the Proposed Development are listed in Table 21.18 and Table 21.19 along with the project parameters against which each impact has been assessed.

21.9.1.2 A description of the potential effect the economies of the Local Area and Ireland, tourism assets and the tourism sector in the Local Area, and residential amenities and community facilities in the Local Area caused by each identified impact is provided in Section 21.10 and Section 21.11.

21.10 Assessment of Project Design Option 1

21.10.1 Impact 1 – Increase in GVA

21.10.1.1 The construction, operational and maintenance and decommissioning phase will all generate economic impact through the expenditure in the economy associated with these phases. The first round of expenditure and economic impact will occur within the developer organisation and through its directly procured contractors. For these purposes of the assessment, both the Developer and its directly procured contractors are considered as one group within the direct impact analysis. This expenditure will generate GVA within these companies, which is measured by the sum of the profits and staff costs that will be stimulated by this turnover.

21.10.1.2 The level of GVA that is supported by a given amount of turnover is dependent on the sector that the company is operating in. To estimate the direct GVA from each of the main contract categories, each contract was split into sub-contracts. Using industry-specific data on turnover and GVA (OECD, 2021), turnover/GVA ratios were applied to each specific sub-contract in order to estimate GVA.

21.10.1.3 There would also be indirect effects in the supply chain as these directly procured companies purchase goods and services to support their activities. These effects are estimated by applying Type 1 (Indirect) GVA multipliers, as derived from the Irish Input-Output Tables (CSO, 2014), to the direct GVA impacts.

21.10.1.4 Those who are directly employed on the Proposed Development, or through the supply chain, will also have an impact on the economy through spending of their salaries across the economy. This is the induced impact and it is calculated using the Type 2 multipliers, that are based on the Input-Output Tables produced by the CSO.

21.10.1.5 This chapter discusses the economic impacts of the offshore elements of ABWP2. The total economic impact that could be generated by ABWP2 is discussed in Volume III, Appendix 21.1: Socio Economic Impact Report.

SENSITIVITY OF THE RECEPTOR

21.10.1.6 In line with the approach outlined in Section 21.8 and the socio-economic baseline of each study area, the sensitivity of the economic receptors have been assessed.

- the sensitivity of the economy of the Local Area is Medium; and
- the sensitivity of the economy of Ireland is Low.

Construction phase

21.10.1.7 This section includes pre-construction activities (e.g. seabed preparation, pre-construction surveys etc.) as well as the construction phase impacts. The project parameters spreadsheet and commitment register has also been used to define these activities.

MAGNITUDE OF THE IMPACT

21.10.1.8 The construction of the Proposed Development will generate economic impacts through the expenditure that will be required during this phase.

21.10.1.9 Based on expected spending figures provided by the developer, it is estimated, based on the current state of the sector, that the offshore infrastructure of the Proposed Development will require approximately €2.8 billion of investment during this phase, equivalent to €3.3 million per MW. The scope of this assessment is to consider the economic impacts associated with the generation assets.

21.10.1.10 The largest category of expenditure to support the construction of the transmission assets of the Proposed Development is expected to be the WTG and associated parts, including the blades, nacelle and tower. This is expected to account for almost half of all the capital expenditure.

Table 21.31: Construction: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding.

| | Value (€m) (2023 Prices) | Share of Capital Expenditure (CAPEX) |
|-------------------------------------|--------------------------|--------------------------------------|
| Turbine | 1,032 | 37% |
| Cables Supply | 352 | 13% |
| Foundations (Monopile) | 324 | 12% |
| Offshore Substation | 296 | 11% |
| Offshore Cable Installation | 274 | 10% |
| Foundations (Monopile) Installation | 202 | 7% |
| Financial Costs | 145 | 5% |
| Development and Consenting Services | 106 | 4% |
| Enabling Infrastructure Investment | 20 | 1% |
| Operational and Maintenance Base | 8 | 0% |
| Financial Costs | 145 | 5% |
| Total | 2,758 | 100% |

21.10.1.11 The economic impacts from the construction of the Proposed Development have been estimated for the Local Area and Ireland. The distribution of contracts within the Local Area and Ireland are based on current industrial capabilities.

21.10.1.12 Based on the industrial structure of the Local Area, it is likely to benefit from 100% of contracts associated with the operational and maintenance base. It was also estimated that approximately 25% of expenditure associated with enabling infrastructure investment would be spent in the Local Area, and 18% of expenditure associated with development and consenting services. However, as the majority of expenditure associated with the Proposed Development will be in more specialised sectors, such as the manufacture and installation of turbines and cables, overall it is expected that around 1% of the total construction spend will occur within the Local Area, including contracts associated with the construction of the operational and maintenance base and some development and consenting services.

21.10.1.13 It is estimated that 5% of construction spending will occur in Ireland. The majority of spending on contracts in Ireland will be associated with development and consenting services and enabling infrastructure investment.

21.10.1.14 In total, this would be equivalent to spending:

- €34.8 million in the Local Area; and
- €149.7 million in Ireland during the construction of the Proposed Development.

21.10.1.15 This increased turnover in these companies will support employment and generate GVA within these economies.

Table 21.32: Construction: Potential Expenditure by Category and Study Area. Source: BIGGAR Economics Analysis. Note: Totals may not sum due to rounding.

| | Local Area | Ireland | Imports |
|-------------------------------------|------------|---------|---------|
| Turbine | 0% | 0% | 100% |
| Cables Supply | 0% | 0% | 100% |
| Foundations (Monopile) | 0% | 0% | 100% |
| Offshore Substation | 0% | 0% | 100% |
| Offshore Cable Installation | 0% | 1% | 99% |
| Foundations (Monopile) Installation | 1% | 2% | 98% |
| Financial Costs | 0% | 20% | 80% |
| Development and Consenting Services | 18% | 85% | 15% |
| Enabling Infrastructure Investment | 25% | 75% | 25% |
| Operational and Maintenance Base | 100% | 100% | 0% |

| | Local Area | Ireland | Imports |
|-----------------|------------|---------|---------|
| Financial Costs | 0% | 20% | 80% |
| Total | 1% | 5% | 95% |

21.10.1.16 The magnitude of the economic impact from the expenditure during the construction phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.10.1.17 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.10.1.18 As shown below, throughout the supply chain the construction of the Proposed Development is expected to generate a total:

- €12.0 million GVA in the Local Area; and
- €68.1 million GVA across Ireland.

21.10.1.19 In addition to the direct and supply chain impacts, the Proposed Development will support economic activity through the spending of those employed during its construction (induced impacts). These benefits could amount to an extra €1.2 million GVA in the Local Area and an additional €9.6 million GVA across Ireland.

Table 21.33: Construction Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding.

| | Local Area | Ireland |
|----------------------------------|-------------|-------------|
| Direct GVA (€m) | 10.2 | 50.6 |
| Indirect GVA (€m) | 1.8 | 17.5 |
| Total GVA (€m) | 12.0 | 68.1 |
| Induced GVA (€m) | 1.2 | 9.6 |
| Total GVA Including Induced (€m) | 13.2 | 77.6 |

21.10.1.20 The majority of economic activity associated with the construction phase will occur during the manufacturing and construction period. This is expected to peak in Q1 of 2027, when the direct and economic impacts of the Proposed Development will support an annual equivalent of:

- €2.6 million GVA in the Local Area; and
- €10.1 million GVA in Ireland.

21.10.1.21 In 2022, the GVA of the Local Area was approximately €15 billion and that of Ireland was €498 billion (CSO, 2025). On this basis, the GVA attracted by the Proposed Development was equivalent to <0.1% of the GVA of the Local Area and <0.1% of Ireland's GVA.

21.10.1.22 In line with the approach described in Table 21.25, the magnitude of the effect on the economies of the Local Area and Ireland are considered to be Negligible, because the impact is equivalent to less than 1.5% of the GVA of these economies.

Table 21.34: Construction: Magnitude of GVA Impact

| | Local Area | Ireland |
|---------------------------|------------|------------|
| Peak GVA (€m) | 2.6 | 10.1 |
| 2022 Study Area GVA (€m) | 14,560 | 497,530 |
| Peak GVA as % of 2022 GVA | <0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF THE EFFECT

21.10.1.23 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.35: Construction: Significance of GVA Impact

| | Local Area | Ireland |
|--------------|------------------------|------------------------|
| Sensitivity | Medium | Low |
| Magnitude | Negligible | Negligible |
| Significance | Not Significant | Not significant |

PROPOSED MITIGATION

21.10.1.24 Since construction spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.1.25 The significance of effect from changes in GVA is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.10.1.26 In a similar way as for the construction phase, economic activity during the O&M phase will lead to changes in GVA. The O&M of the Proposed Development will generate economic impacts through the expenditure that will be required throughout its operational lifetime.

21.10.1.27 Estimated spending by category were provided by the developer. It is estimated that in an average year, €50.7 million will be spent on the O&M of the Proposed Development.

21.10.1.28 This expenditure will include logistics costs, operational management, and the maintenance and service of both the WTGs and the wider balance of plant. The largest component of this will be the costs associated with the maintenance and service of the WTGs. It is expected that this activity will increase over time. In a typical year, it is estimated that €39.2 million will be spent on the maintenance of the Proposed Development and €11.5 million will be spent on the operational costs.

21.10.1.29 Over the lifetime of the Proposed Development, it is expected that €1.9 billion will be spent on O&M costs.

Table 21.36: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding.

| | Annual Spend per MW (€) (2023 Prices) | Total Annual Spend (€ million) (2023 Prices) | Lifetime Spend (€ million) (2023 Prices) |
|-------------|---------------------------------------|--|--|
| Operational | 14,000 | 11.5 | 424.0 |
| Maintenance | 47,000 | 39.2 | 1,452.0 |
| Total | 61,000 | 50.7 | 1,876.0 |

21.10.1.30 The economic impacts from the construction of the Proposed Development have been estimated for the Local Area and Ireland. The distribution of contracts within the Local Area and Ireland are based on current industrial capabilities and the selection of Arklow Harbour as the O&M port for the long-term operation of the Proposed Development.

21.10.1.31 It is estimated that 52% of the total O&M spend will occur within the Local Area and 60% will occur within Ireland.

21.10.1.32 In total, this would be equivalent to spending an annual:

- €26.3 million in the Local Area per annum; and
- €30.6 million in Ireland per annum during operation of the Proposed Development.

21.10.1.33 This increased turnover in these companies will support employment and generate GVA these economies.

Table 21.37: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis.

| | Local Area | Ireland |
|-------------|------------|---------|
| Operational | 34% | 66% |
| Maintenance | 57% | 59% |
| Total | 52% | 60% |

21.10.1.34 The magnitude of the economic impact from the expenditure during the O&M phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when

determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.10.1.35 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.10.1.36 As shown in Table 21.38, throughout the supply chain of the O&M of the Proposed Development, it is expected to generate an annual total of:

- €10.3 million GVA in the Local Area; and
- €14.3 million GVA in Ireland.

21.10.1.37 In addition to the direct and supply chain impacts, the Proposed Development will support economic activity through the spending of those employed during its operation (induced impacts). These benefits could amount to an extra €2.0 million GVA in the Local Area and an additional €3.2 million GVA across Ireland each year.

Table 21.38: O&M: Total GVA. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding.

| | Local Area | Ireland |
|----------------------------------|-------------|-------------|
| Direct GVA (€m) | 8.5 | 10.2 |
| Indirect GVA (€m) | 1.8 | 4.1 |
| Total GVA (€m) | 10.3 | 14.3 |
| Induced GVA (€m) | 2.0 | 3.2 |
| Total GVA Including Induced (€m) | 12.3 | 17.5 |

21.10.1.38 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area and Ireland is considered to be Negligible, because it is equivalent to less than 1.5% of the total GVA of these economies.

Table 21.39: O&M: Magnitude of GVA Impact

| | Local Area | Ireland |
|-----------------------------------|------------|-------------|
| Annual GVA (€m) | 10.3 | 14.3 |
| 2022 Study Area GVA (€m) | 14,560 | 497,530 |
| Total Annual GVA as % of 2022 GVA | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.10.1.39 Based on the assessments of sensitivity and magnitude, the effect of the operation of the Proposed Development on the economy of the Local Area was assessed as **Permanent** and **Not**

Significant. Its effect on the economy of Ireland was assessed as **Permanent** and **Not Significant**.

Table 21.40: O&M: Significance of GVA Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.10.1.40 Since operational and maintenance spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.1.41 The significance of effect from changes in GVA is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.31 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA. Table 21.30

Decommissioning phase

21.10.1.42 As with the construction and operational and maintenance phases, the decommissioning of the Proposed Development will also generate economic activity in the form of GVA.

MAGNITUDE OF IMPACT

21.10.1.43 The number of offshore wind developments that have undergone decommissioning to date is limited, therefore estimates of the costs and activities associated with decommissioning an offshore wind farm of this scale are based on projections, rather than experience.

21.10.1.44 Based on information provided by the developer, it is projected that an offshore wind farm of this scale will require approximately €198 million of spend (based on current prices). This will require the removal of the WTGs, foundations, cables, and the substation. The split of decommissioning costs is outlined in Table 21.41 and the works will be completed by companies that are currently involved in the installation of these assets.

Table 21.41: Decommissioning: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding.

| | Value (€m, 2023 Prices) | Share |
|-------------------------------------|-------------------------|-------|
| Decommissioning Marshalling Harbour | 20 | 10% |
| Decommissioning Offshore Logistics | 20 | 10% |

| | Value (€m, 2023 Prices) | Share |
|--------------------------------------|-------------------------|-------------|
| Decommissioning Scour Protection | 30 | 14% |
| Decommissioning Site Preparation | 10 | 5% |
| Decommissioning Installation Vessels | 130 | 62% |
| Total Decommissioning Spend | 210 | 100% |

21.10.1.45 The operational life of the Proposed Development is expected to be approximately 36.5 years and therefore any decommissioning impacts is likely to occur in the 2060s. At this stage, there is the potential for significant supply chain development within Ireland to meet the installation and decommissioning demands of the offshore wind sector. However, based on current industrial capabilities, it was assumed that the companies who undertake the decommissioning works will be based in the same geographic areas as those who complete the installation works during the construction phase.

21.10.1.46 Therefore, it is estimated that the Local Area will secure approximately €12.7 million in contract spending associated with the decommissioning of the Proposed Development, and Ireland as a whole will secure approximately €15.8 million.

Table 21.42: Decommissioning: Distribution of Contracts

| | Local Area | Ireland |
|---|------------|---------|
| Value of Decommissioning Contracts (€ Millions) | 12.7 | 15.8 |
| Split of Decommissioning Contracts | 6% | 8% |

21.10.1.47 The magnitude of the economic impact from the expenditure during the decommissioning phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development and the focus of other economic assessments associated with offshore wind projects.

21.10.1.48 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.10.1.49 As shown in Table 21.43, throughout the supply chain of the decommissioning of the Proposed Development, it is expected to generate an annual total of:

- €4.3 million GVA in the Local Area; and
- €6.2 million GVA in Ireland.

21.10.1.50 Additional benefits associated with the spending of those employed during the decommissioning of the Proposed Development (induced impacts) could amount to an additional €0.8 million and €1.4 million in the Local Area and Ireland, respectively.

Table 21.43: Decommissioning: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Local Area | Ireland |
|----------------------------------|------------|---------|
| Direct GVA (€m) | €3.7 | €4.6 |
| Indirect GVA (€m) | €0.6 | €1.6 |
| Total GVA (€m) | €4.3 | €6.2 |
| Induced GVA (€m) | €0.8 | €1.4 |
| Total GVA Including Induced (€m) | €5.1 | €7.6 |

21.10.1.51 It is assumed that the decommissioning work will last for two years and therefore, at its peak the decommissioning of the Proposed Development will support an annual €2.6 million GVA in the Local Area and €3.8 million in Ireland.

21.10.1.52 In line with the guidance on assessing long term economic impacts, the GVA impacts of the decommissioning activity has been discounted before assessing the magnitude of effect. The discounted peak values of GVA are shown in Table 21.44.

Table 21.44: Decommissioning: Discounted Peak GVA Impacts

| | Local Area | Ireland |
|---------------------------------|------------|---------|
| Peak GVA Impact (€m) | 2.6 | 3.8 |
| Peak GVA Impact Discounted (€m) | 0.5 | 0.7 |

21.10.1.53 In line with the approach described in Table 21.25, the magnitude of economic impacts is determined based on the change in GVA or employment, relative to current GVA and employment levels. The value of GVA and the number of jobs in each of these study areas in the 2060s is not known and so current values are used to give an indicative measure of magnitude.

21.10.1.54 The effect on the economy of the Local Area and Ireland is considered to be Negligible, because it is equivalent to less than 1.5% of the total GVA of these economies.

SIGNIFICANCE OF EFFECT

21.10.1.55 Based on the assessments of sensitivity and magnitude, the effect of the decommissioning of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.45: Decommissioning: Significance of GVA Impact

| | Local Area | Ireland |
|------------------------------------|------------|---------|
| Value of Decommissioning Contracts | 12.7 | 15.8 |

| | Local Area | Ireland |
|------------------------------------|------------|---------|
| Split of Decommissioning Contracts | 6% | 8% |

PROPOSED MITIGATION

21.10.1.56 Since decommissioning spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.1.57 The significance of effect from changes in GVA is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA.

21.10.2 Impact 2 – Increase in Employment

21.10.2.1 As with the generation of GVA, the construction, operational and maintenance, and decommissioning phases of the Proposed Development will also result in the creation of employment. The estimation of employment impacts relied on the same methodology and assumptions adopted to estimate the impact on GVA.

21.10.2.2 The level of employment that is supported by a given amount of turnover is dependent on the sector that the company is operating in. To estimate the direct GVA from each of the main contract categories, each contract was split into sub-contracts. Using industry-specific data on turnover and GVA (OECD, 2021), turnover/employment ratios were applied to each specific sub-contract in order to estimate employment.

21.10.2.3 There would also be knock on effects in the supply chain as these directly procured companies employ workers to support their activities. These effects are estimated by applying Type 1 (Indirect) employment multipliers, as derived from the Irish Input-Output Tables (CSO, 2014), to the direct GVA impacts.

21.10.2.4 Those who are directly employed on the Proposed Development, or through the supply chain, will also have an impact on the economy through spending of their salaries across the economy, creating jobs throughout the economy. This is the induced impact and it is calculated using the Type 2 multipliers, that are based on the Input-Output Tables produced by the CSO.

21.10.2.5 As the construction of the Proposed Development will generate short term employment, any impacts on employment are estimated in terms of 'years of employment'. This is a measure of temporary employment, whereby a job lasting for 18 months is to be interpreted as 1.5 years of employment.

SENSITIVITY OF RECEPTOR

21.10.2.6 The sensitivity of the economic receptors have been assessed as:

- The sensitivity of the economy of the Local Area has been assessed as Medium; and
- The sensitivity of the economy of Ireland has been assessed as Low.

Construction Phase

MAGNITUDE OF IMPACT

21.10.2.7 Based on these assumptions, it was estimated that the Proposed Development could result in the creation of:

- 210 years of employment in the Local Area; and
- 1,000 years of employment in Ireland.

21.10.2.8 In addition to the direct and supply chain impacts, the economic activity produced through the spending of those employed during construction, induced impacts, could amount to an additional 40 years of employment in the Local Area and an extra 190 years of employment across Ireland.

Table 21.46: Construction: Total Employment (Years of Employment). Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding.

| | Local Area | Ireland |
|---|------------|--------------|
| Direct Employment (Years of Employment) | 160 | 720 |
| Indirect Employment (Years of Employment) | 40 | 270 |
| Total Employment (Years of Employment) | 210 | 1,000 |
| Induced Employment (Years of Employment) | 40 | 190 |
| Total Employment Including Induced | 250 | 1,190 |

21.10.2.9 It is anticipated that construction of the Proposed Development will occur from 2027 to 2030. Employment associated with the construction phase is expected to peak in Q1 of 2027, when the construction of the Proposed Development is estimated to support:

- 80 jobs in the Local Area; and
- 300 jobs in Ireland.

21.10.2.10 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area is assessed as Negligible, because the peak employment supported is less than 0.5% of the total jobs in the area. The magnitude of the impact is also considered to be Negligible for the economy of Ireland, as it is equivalent to less than 0.5% of the total jobs in Ireland.

Table 21.47: Construction: Magnitude of Employment Impact

| | Local Area | Ireland |
|------------------------|------------|-----------|
| Peak Employment (Jobs) | 80 | 300 |
| 2023 Jobs | 93,460 | 2,345,457 |

| | Local Area | Ireland |
|-----------------------------|------------|------------|
| Peak Jobs as % of 2023 Jobs | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.10.2.11 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on employment in the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.48: Construction: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.10.2.12 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.2.13 The significance of effect from changes in employment is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Operational and Maintenance Phase

21.10.2.14 As with the construction phase, the O&M of the Proposed Development will result in an increase in the turnover of those businesses supporting operational activities. Changes in turnover will support the jobs required to fulfil contracts.

21.10.2.15 The assessment of impacts on employment relies on the same assumptions that were adopted in the estimation of GVA impacts occurring during the O&M period.

MAGNITUDE OF IMPACT

21.10.2.16 The magnitude of the economic impact from the expenditure during the construction phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.10.2.17 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.10.2.18 As shown in Table 21.49, throughout the supply chain the annual O&M of the Proposed Development is expected to support a total of:

- 60 jobs in the Local Area; and
- 100 jobs in Ireland.

21.10.2.19 Additional benefits associated with the spending of those employed during the operation of the Proposed Development (induced impacts) could amount to an extra 30 jobs in the Local Area and an additional 40 jobs across Ireland each year.

Table 21.49: O&M: Total Jobs. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding.

| | Local Area | Ireland |
|------------------------------|------------|------------|
| Direct Jobs | 50 | 60 |
| Indirect Jobs | 10 | 40 |
| Total Jobs | 60 | 100 |
| Induced Jobs | 10 | 20 |
| Total Jobs Including Induced | 70 | 120 |

21.10.2.20 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area is considered to be Negligible, because it is equivalent to less than 0.5% of the total employment in this area. Similarly, for the economy of Ireland, the effect is considered to be Negligible as it is equivalent to less than 0.5% of the total number of jobs in this economy.

Table 21.50: O&M Magnitude of Employment Impact. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding.

| | Local Area | Ireland |
|-------------------------------|------------|------------|
| Jobs Impact | 60 | 100 |
| 2023 total Jobs in Study Area | 93,460 | 2,345,457 |
| Peak Jobs as % 2023 Jobs | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.10.2.21 Based on the assessments of sensitivity and magnitude, the effect of the O&M phase of the Proposed Development on the economy of the Local Area was assessed as **Permanent** and **Not Significant** and its effect on the economy of Ireland was assessed as **Permanent** and **Not Significant**.

Table 21.51: O&M: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.10.2.22 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.2.23 The significance of effect from changes in employment is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Decommissioning Phase

21.10.2.24 The decommissioning of the Proposed Development will result in an increase in the turnover of those businesses supporting associated activities. Changes in turnover will support the jobs required to fulfil contracts.

21.10.2.25 The assessment of impacts on employment relies on the same assumptions that were adopted in the estimation of employment impacts in the O&M period.

MAGNITUDE OF IMPACT

21.10.2.26 The magnitude of the economic impact from the expenditure during the construction phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.10.2.27 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.10.2.28 As shown in Table 21.52, throughout the supply chain, the decommissioning of the Proposed Development is expected to support a total of:

- 31 years of employment in the Local Area; and
- 46 years of employment in Ireland.

21.10.2.29 Additional benefits associated with the spending of those employed during the decommissioning of the Proposed Development (induced impacts) could amount to an additional 7 years of employment in the Local Area and 11 years of employment in Ireland.

Table 21.52: Decommissioning: Total Years of Employment

| | Local Area | Ireland |
|---|------------|---------|
| Direct Years of Employment | 24 | 30 |
| Indirect Years of Employment | 6 | 16 |
| Total Years of Employment | 31 | 46 |
| Induced Years of Employment | 7 | 11 |
| Total Years of Employment Including Induced | 37 | 57 |

21.10.2.30 As it was assumed that decommissioning work will take two years, it is expected that, at its peak, the decommissioning of the Proposed Development will support 20 jobs in the Local Area and 30 jobs across Ireland.

21.10.2.31 In line with the approach described in Table 21.25, the magnitude of the effect on employment in the Local Area is considered to be Negligible, because it is equivalent to less than 0.5% of the total employment in this area. Similarly, for Ireland, the effect is considered to be Negligible as it is equivalent to less than 0.5% of the total number of jobs in the economy.

SIGNIFICANCE OF EFFECT

21.10.2.32 Based on the assessments of sensitivity and magnitude, the effect of the O&M phase of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

PROPOSED MITIGATION

21.10.2.33 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.2.34 The significance of effect from changes in employment is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

21.10.3 Impact 3 – Tourism Economy Impact

Construction Phase

21.10.3.1 The changes in the surrounding environment brought about by the construction of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.10.3.2 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.10.3.3 The offshore wind farm construction has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.10.3.4 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

SENSITIVITY OF RECEPTOR

21.10.3.5 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.10.3.6 No significant environmental impacts have been identified during the construction phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.3.7 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's construction on the tourism economy was assessed as **Not Significant** for the Local Area.

Table 21.53: Construction: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.3.8 As the impact of construction of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.3.9 The significance of the impact of the construction phase on the tourism economy of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

Operational and Maintenance Phase

21.10.3.10 The changes in the surrounding environment brought about by the operation of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.10.3.11 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.10.3.12 The offshore wind farm construction has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.10.3.13 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

SENSITIVITY OF RECEPTOR

21.10.3.14 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.10.3.15 No significant environmental impacts have been identified during the operational phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.3.16 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development’s operational and maintenance on the tourism economy was assessed as **Not Significant** for the Local Area.

Table 21.54: Operational and Maintenance: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.3.17 As the impact of the operational and maintenance phase of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.3.18 The significance of the impact of the operational and maintenance phase on the tourism economy of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

Decommissioning Phase

21.10.3.19 The changes in the surrounding environment brought about by the decommissioning of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.10.3.20 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.10.3.21 The offshore wind farm construction has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.10.3.22 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

SENSITIVITY OF RECEPTOR

21.10.3.23 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.10.3.24 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.3.25 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development’s decommissioning phase on the tourism economy was assessed as **Not Significant** for the Local Area.

Table 21.55: Decommissioning: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.3.26 As the impact of the decommissioning of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.3.27 The significance of the impact of the decommissioning phase on the tourism economy of the Local Area has been assessed as **Not Significant** in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

21.10.4 Impact 4 – Tourism and Recreation Assets Impacts

21.10.4.1 The assessment has considered whether the construction of the Proposed Development would affect any of the tourism attractions identified in Section 21.8.

21.10.4.2 Where no significant effects have been identified, this is indicated in Table 21.56 with an X. Where a potential significant effect has been identified, this is indicated with a ✓.

Table 21.56: Significant Effects Identified on Tourism and Recreation Assets

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|---|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Johnstown Castle Estate, Museum & Gardens | X | X | X | X | X |
| The JFK Memorial Park and Arboretum | X | X | X | X | X |
| Hook Lighthouse | X | X | X | X | X |
| Wells House & Gardens | X | X | X | X | X |

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|---|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Irish National Heritage Park | X | X | X | X | X |
| Kia Ora Mini Farm | X | X | X | X | X |
| Tintern Abbey | X | X | X | X | X |
| Colclough Walled Garden | X | X | X | X | X |
| Dunbrody Famine Ship | X | X | X | X | X |
| Kilmokea Gardens | X | X | X | X | X |
| Kennedy Homestead | X | X | X | X | X |
| Ferns Castle | X | X | X | X | X |
| Enniscorthy Castle | X | X | X | X | X |
| Powerscourt Estate, Gardens & Waterfall | X | X | X | X | X |
| Glendalough Monument & Site | X | X | X | X | X |
| Russborough House & Parklands | X | X | X | X | X |
| Kilmacurragh Gardens | X | X | X | X | X |
| Killruddery House & Gardens | X | X | X | X | X |
| National Sealife Centre | X | X | X | X | X |
| Wicklow's Historic Gaol | X | X | X | X | X |
| Powerscourt Distillery | X | X | X | X | X |
| Wicklow Head Lighthouse | X | X | ✓ | X | ✓ |

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|-----------------------------------|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Blainroe Golf Club | X | X | ✓ | X | X |
| Sorrento Park | X | X | X | X | X |
| Brittas Bay Beach | X | X | ✓ | X | X |
| Clogga Beach | X | X | ✓ | X | X |
| Newcastle Beach | X | X | ✓ | X | X |
| Ballymoney Beach | X | X | ✓ | X | X |
| Courtown Harbour Beach | X | X | ✓ | X | ✓ |
| Curraclloe Beach | X | X | X | X | X |
| Beyond the Trees, Avondale | X | X | X | X | X |
| Mount Usher Gardens | X | X | X | X | X |
| Dunbrody Abbey and Visitor Centre | X | X | X | X | X |
| Wexford Lavender Farm | X | X | X | X | X |
| Blackwater Open Farm | X | X | X | X | X |
| Duncannon Fort Visitor Centre | X | X | X | X | X |

SENSITIVITY OF RECEPTOR

21.10.4.3 The majority of tourism assets identified in the Local Area are not located on the coast and do not rely on the seascape to attract visitors. The two attractions from the list of most popular attractions located on the coast are the National Sea Life Centre, for which exhibits are indoors and the main motivation to visit is an interest in wildlife. The main motivation to visit Hook Lighthouse is an interest in history, though the attraction markets also its sea view.

21.10.4.4 A number of beaches and other tourist attractions for which potential significant impacts have been identified are also included. Based on their proximity to the coast and the likelihood of visual impacts, the sensitivity of these assets have been assessed as Low, as while they are more likely to experience significant visual impacts, this does not necessarily suggest that they will experience any changes in tourism activity. As outlined in Section 21.8, studies of the impacts of

existing offshore wind developments suggest that there is little evidence that would suggest a relationship between the presence of an offshore wind farm and a reduction in tourism activity.

Table 21.57: Tourism Asset Sensitivities

| Tourism Asset | Sensitivity |
|---|-------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible |
| The JFK Memorial Park and Arboretum | Negligible |
| Hook Lighthouse | Low |
| Wells House & Gardens | Negligible |
| Irish National Heritage Park | Negligible |
| Kia Ora Mini Farm | Negligible |
| Tintern Abbey | Negligible |
| Colclough Walled Garden | Negligible |
| Dunbrody Famine Ship | Negligible |
| Kilmokea Gardens | Negligible |
| Kennedy Homestead | Negligible |
| Ferns Castle | Negligible |
| Enniscorthy Castle | Negligible |
| Powerscourt Estate, Gardens & Waterfall | Negligible |
| Glendalough Monument & Site | Negligible |
| Russborough House & Parklands | Negligible |
| Kilmacurragh Gardens | Negligible |
| Killruddery House & Gardens | Negligible |
| National Sealife Centre | Negligible |
| Wicklow's Historic Gaol | Negligible |
| Powerscourt Distillery | Negligible |

| Tourism Asset | Sensitivity |
|-----------------------------------|-------------|
| Wicklow Head Lighthouse | Low |
| Blainroe Golf Club | Low |
| Sorrento Park | Low |
| Brittas Bay Beach | Low |
| Clogga Beach | Low |
| Newcastle Beach | Low |
| Ballymoney Beach | Low |
| Courtown Harbour Beach | Low |
| Curracloe Beach | Low |
| Beyond the Trees, Avondale | Negligible |
| Mount Usher Gardens | Negligible |
| Dunbrody Abbey and Visitor Centre | Negligible |
| Wexford Lavender Farm | Negligible |
| Blackwater Open Farm | Negligible |
| Duncannon Fort Visitor Centre | Negligible |

Construction Phase

MAGNITUDE OF IMPACT

21.10.4.5 No significant environmental impacts have been identified during the construction phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.4.6 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's construction on tourism and recreation assets has been assessed below.

Table 21.58: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.10.4.7 As the impact of the construction of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.4.8 The significance of the impact of the construction phase on tourism assets of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already

identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.10.4.9 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.4.10 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's operational and maintenance phase on tourism and recreation assets has been assessed below.

Table 21.59: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curraclloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|--------------------------------|-------------------------|---------------------|----------------------|
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.10.4.11 As the impact of the operational and maintenance phase of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.4.12 The significance of the impact of the operational and maintenance phase on tourism assets of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

Decommissioning Phase

MAGNITUDE OF IMPACT

21.10.4.13 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.10.4.14 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's decommissioning phase on tourism and recreation assets has been assessed below.

Table 21.60: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.10.4.15 As the impact of the decommissioning phase of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.10.4.16 The significance of the impact of the decommissioning phase on tourism assets of the Local Area has been assessed as **Not Significant** in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

21.10.5 Impact 5 – Residential Amenities and Community Assets Impacts

21.10.5.1 The potential for a significant influx of transient workers having an impact on residential community and social assets has been scoped into this assessment. This assessment considers the potential impact on residential amenities and community assets as a result of a change in demand for assets such as leisure centres, health care centres and schools during the construction phase and the decommissioning phase.

SENSITIVITY OF RECEPTOR

21.10.5.2 The sensitivity of the residential amenities and community facilities in the Local Area has been assessed as Low.

Construction Phase

MAGNITUDE OF IMPACT

21.10.5.3 The potential change in demographics as a result of construction of the Proposed Development is linked to the number of jobs that are supported.

21.10.5.4 The distribution of economic activity during the construction of the Proposed Development is determined by the location of the directly contracted and supply chain companies. Changes to the use of and demand for residential amenities and community facilities will be the result of new people moving to the area to work on these projects.

21.10.5.5 As shown in Table 21.61, it is expected that the population of the Local Area will grow on average by 2,746 each year between 2022 and 2040. The peak employment that will be supported in the Local Area during the construction of the Proposed Development is estimated to be 80 jobs. This is equivalent to 2.9% of the projected annual population growth for the Local Area.

21.10.5.6 The Developer is also considering a potential community benefit fund, which may include support for residential amenities and community facilities.

21.10.5.7 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.61: Construction: Magnitude of Residential Amenities and Community Facilities Impacts

| | Local Area |
|--|------------|
| Peak Population Increase | 80 |
| Average Annual Population Increase (2016-2036) | 2,746 |
| Peak Population as % of Normal Population Growth | 2.9% |
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.10.5.8 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on Residential Amenities and Community Facilities was assessed as **Temporary and Not Significant**.

Table 21.62: Construction: Significance of Residential Amenities and Community Facilities Impacts

| | Local Area |
|-------------------------|------------|
| Sensitivity of Receptor | Low |

| Local Area | |
|---------------------|------------------------|
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.5.9 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.10.5.10 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.10.5.11 The potential change in demographics as a result of operational and maintenance phase of the Proposed Development is linked to the number of jobs that are supported.

21.10.5.12 The distribution of economic activity during the operation of the Proposed Development is determined by the location of the directly contracted and supply chain companies. Changes to the use of and demand for residential amenities and community facilities will be the result of new people moving to the area to work on these projects.

21.10.5.13 As shown in Table 21.63, it is expected that the population of the Local Area will grow on average by 2,746 each year between 2022 and 2040. Each year of operation, it is expected that the Proposed Development will support 130 jobs. This is equivalent to 4.7% of the projected annual population growth for the Local Area.

21.10.5.14 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.63 Operation: Magnitude of Residential Amenities and Community Facilities Impacts

| Local Area | |
|--|------------|
| Peak Population Increase | 130 |
| Average Annual Population Increase (2016-2036) | 2,746 |
| Peak Population as % of Normal Population Growth | 4.7% |
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.10.5.15 Based on the assessments of sensitivity and magnitude, the effect of the operation of the Proposed Development on Residential Amenities and Community Facilities was assessed as **Permanent and Not Significant**.

Table 21.64: Operation: Significance of Residential Amenities and Community Facilities Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.5.16 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.10.5.17 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Decommissioning Phase

21.10.5.18 This assessment considers the potential impact on residential amenities and community assets as a result of a change in demand for assets such as leisure centres, health care centres and schools.

MAGNITUDE OF IMPACT

21.10.5.19 The average population of the Local Area is projected to grow by 2,746 per year between 2022 and 2040. Population projections in later years are not available, so it has been assumed that this growth will continue and form the basis of the assessment for the decommissioning phase of the Proposed Development, expected to take place in the 2060s. The peak employment that will be supported in the Local Area during the decommissioning of the Proposed Development is estimated to be 20 jobs. This is equivalent to 0.7% of the projected annual population growth for the Local Area.

21.10.5.20 The Developer is also considering a potential community benefit fund, which may include support for residential amenities and community facilities.

21.10.5.21 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.65: Decommissioning: Magnitude of Residential Amenities and Community Facilities Impacts

| | Local Area |
|--|------------|
| Peak Population Increase | 20 |
| Average Annual Population Increase (2016-2036) | 2,746 |
| Peak Population as % of Normal Population Growth | 0.7% |
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.10.5.22 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on Residential Amenities and Community Facilities was assessed as **Temporary and Not Significant**.

Table 21.66: Decommissioning: Significance of Residential Amenities and Community Facilities Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.10.5.23 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.10.5.24 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

21.11 Assessment of Project Design Option 2

21.11.1 Impact 1 – Increase in GVA

21.11.1.1 The construction, operational and maintenance and decommissioning phase will all generate economic impact through the expenditure in the economy associated with these phases. The first round of expenditure and economic impact will occur within the developer organisation and

through its directly procured contractors. For these purposes of the assessment, both the Developer and its directly procured contractors are considered as one group within the direct impact analysis. This expenditure will generate GVA within these companies, which is measured by the sum of the profits and staff costs that will be stimulated by this turnover.

21.11.1.2 The level of GVA that is supported by a given amount of turnover is dependent on the sector that the company is operating in. To estimate the direct GVA from each of the main contract categories, each contract was split into sub-contracts. Using industry-specific data on turnover and GVA (OECD, 2021), turnover/GVA ratios were applied to each specific sub-contract in order to estimate GVA.

21.11.1.3 There would also be knock on effects in the supply chain as these directly procured companies purchase goods and services to support their activities. These effects are estimated by applying Type 1 (Indirect) GVA multipliers, as derived from the Irish Input-Output Tables (CSO, 2014), to the direct GVA impacts.

21.11.1.4 Those who are directly employed on the Proposed Development, or through the supply chain, will also have an impact on the economy through spending of their salaries across the economy. This is the induced impact and it is calculated using the Type 2 multipliers, that are based on the Input-Output Tables produced by the CSO.

21.11.1.5 This chapter discusses the economic impacts of the offshore elements of ABWP2. The total economic impact that could be generated by ABWP2 is discussed in Volume III, Appendix 21.1: Socio Economic Impact Report.

SENSITIVITY OF THE RECEPTOR

21.11.1.6 In line with the approach outlined in Section 21.8 and the socio-economic baseline of each study area, the sensitivity of the economic receptors have been assessed.

- the sensitivity of the economy of the Local Area is Medium; and
- the sensitivity of the economy of Ireland is Low.

Construction phase

21.11.1.7 This section includes pre-construction activities (e.g. seabed preparation, pre-construction surveys etc.) as well as the construction phase impacts. The project parameters spreadsheet and commitment register has been to define these activities.

MAGNITUDE OF THE IMPACT

21.11.1.8 The construction of the Proposed Development will generate economic impacts through the expenditure that will be required during this phase.

21.11.1.9 Based on expected spending figures provided by the developer, it is estimated, based on the current state of the sector, that the offshore infrastructure of the Proposed Development will require approximately €2.8 billion of investment during this phase, equivalent to €3.3 million per MW. The scope of this assessment is to consider the economic impacts associated with the generation assets.

21.11.1.10 The largest category of expenditure to support the construction of the transmission assets of the Proposed Development is expected to be the WTG and associated parts, including the blades, nacelle and tower. This is expected to account for 37% of expenditure.

Table 21.67: Construction: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Value (€m) | Share of Capital Expenditure (CAPEX) |
|-------------------------------------|------------|--------------------------------------|
| Turbine | 1,032 | 37% |
| Cables Supply | 352 | 13% |
| Foundations (Monopile) | 324 | 12% |
| Offshore Substation | 296 | 11% |
| Offshore Cable Installation | 274 | 10% |
| Foundations (Monopile) Installation | 202 | 7% |
| Financial Costs | 145 | 5% |
| Development and Consenting Services | 106 | 4% |
| Enabling Infrastructure Investment | 20 | 1% |
| Operational and Maintenance Base | 8 | 0% |
| Financial Costs | 145 | 5% |

21.11.1.11 The economic impacts from the construction of the Proposed Development have been estimated for the Local Area and Ireland. The distribution of contracts within the Local Area and Ireland are based on current industrial capabilities.

21.11.1.12 Based on the industrial structure of the Local Area, it is likely to benefit from 100% of contracts associated with the operational and maintenance base. It was also estimated that approximately 25% of expenditure associated with enabling infrastructure investment would be spent in the Local Area, and 18% of expenditure associated with development and consenting services. However, as the majority of expenditure associated with the Proposed Development will be in more specialised sectors, such as the manufacture and installation of turbines and cables, overall it is expected that around 1% of the total construction spend will occur within the Local Area, including contracts associated with the construction of the O&M base and some development and consenting services.

21.11.1.13 It is estimated that 5% of construction spending will occur in Ireland. The majority of spending on contracts in Ireland will be associated with development and consenting services and the construction of the onshore substation.

21.11.1.14 In total, this would be equivalent to spending:

- €34.8 million in the Local Area; and
- €149.7 million in Ireland during the construction of the Proposed Development.

21.11.1.15 This increased turnover in these companies will support employment and generate GVA within these economies.

Table 21.68: Construction: Potential Expenditure by Category and Study Area. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Local Area | Ireland | Imports |
|-------------------------------------|------------|---------|---------|
| Turbine | 0% | 0% | 100% |
| Cables Supply | 0% | 0% | 100% |
| Foundations (Monopile) | 0% | 0% | 100% |
| Offshore Substation | 0% | 0% | 100% |
| Offshore Cable Installation | 0% | 1% | 99% |
| Foundations (Monopile) Installation | 1% | 2% | 98% |
| Financial Costs | 0% | 20% | 80% |
| Development and Consenting Services | 18% | 85% | 15% |
| Enabling Infrastructure Investment | 25% | 75% | 25% |
| Operational and Maintenance Base | 100% | 100% | 0% |
| Financial Costs | 0% | 20% | 80% |
| Total | 1% | 5% | 95% |

21.11.1.16 The magnitude of the economic impact from the expenditure during the construction phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.11.1.17 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.11.1.18 As shown below, throughout the supply chain the construction of the Proposed Development is expected to generate a total:

- €12.0 million GVA in the Local Area; and
- €68.1 million GVA across Ireland.

21.11.1.19 In addition to the direct and supply chain impacts, the Proposed Development will support economic activity through the spending of those employed during its construction (induced impacts). These benefits could amount to an extra €1.2 million GVA in the Local Area and an additional €9.6 million GVA across Ireland.

Table 21.69: Construction: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Local Area | Ireland |
|----------------------------------|------------|-------------|
| Direct GVA (€m) | 10.1 | 50.6 |
| Indirect GVA (€m) | 1.8 | 17.5 |
| Total GVA (€m) | 12.0 | 68.1 |
| Induced GVA (€m) | 1.2 | 9.6 |
| Total GVA Including Induced (€m) | 13.2 | 77.6 |

21.11.1.20 The majority of economic activity associated with the construction phase will occur during the manufacturing and construction period. This is expected to peak in Q1 of 2027, when the direct and economic impacts of the Proposed Development will support an annual equivalent of:

- €2.6 million GVA in the Local Area; and
- €10.1 million GVA in Ireland.

21.11.1.21 In 2022, the GVA of the Local Area was approximately €15 billion and that of Ireland was €498 billion (CSO, 2025). On this basis, the potential GVA generated by the Proposed Development would be equivalent to <0.1% of the GVA of the Local Area and <0.1% of Ireland's GVA.

21.11.1.22 In line with the approach described in Table 21.25, the magnitude of the effect on the economies of the Local Area and Ireland are considered to be Negligible, because the impact is equivalent to less than 1.5% of the GVA of these economies.

Table 21.70: Construction: Magnitude of GVA Impact

| | Local Area | Ireland |
|---------------------------|------------|------------|
| Peak GVA (€m) | 2.6 | 10.1 |
| 2022 Study Area GVA (€m) | 13,497 | 353,230 |
| Peak GVA as % of 2022 GVA | <0.1 | <0.1 |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF THE EFFECT

21.11.1.23 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.71: Construction: Significance of GVA Impact

| | Local Area | Ireland |
|--------------|------------------------|------------------------|
| Sensitivity | Medium | Low |
| Magnitude | Negligible | Negligible |
| Significance | Not Significant | Not significant |

PROPOSED MITIGATION

21.11.1.24 Since construction spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.1.25 The significance of effect from changes in GVA is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.11.1.26 In a similar way as for the construction phase, economic activity during the O&M phase will lead to changes in GVA. The O&M of the Proposed Development will generate economic impacts through the expenditure that will be required throughout its operational lifetime.

21.11.1.27 Estimated spending by category were provided by the developer. It is estimated that in an average year, €50.7 million will be spent on the O&M of the Proposed Development.

21.11.1.28 This expenditure will include logistics costs, operational management, and the maintenance and service of both the WTGs and the wider balance of plant. The largest component of this will be the costs associated with the maintenance and service of the WTGs. It is expected that this activity will increase over time. In a typical year, it is estimated that €39.2 million will be spent on the maintenance of the Proposed Development and €11.5 million will be spent on the operational costs.

21.11.1.29 Over the lifetime of the Proposed Development, it is expected that €1.9 billion will be spent on O&M costs.

Table 21.72: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding

| | Annual Spend per MW (€) | Total Annual Spend (€ million) | Lifetime Spend (€ million) |
|-------------|-------------------------|--------------------------------|----------------------------|
| Operational | 14,000 | 11.5 | 424.0 |
| Maintenance | 47,000 | 39.2 | 1,452.0 |

| | Annual Spend per MW (€) | Total Annual Spend (€ million) | Lifetime Spend (€ million) |
|-------|-------------------------|--------------------------------|----------------------------|
| Total | 61,000 | 50.7 | 1,876.0 |

21.11.1.30 The economic impacts from the construction of the Proposed Development have been estimated for the Local Area and Ireland. The distribution of contracts within the Local Area and Ireland are based on current industrial capabilities and the selection of Arklow Harbour as the O&M port for the long-term operation of the Proposed Development.

21.11.1.31 It is estimated that 52% of the total O&M spend will occur within the Local Area and 60% will occur within Ireland.

21.11.1.32 In total, this would be equivalent to spending an annual:

- €26.3 million in the Local Area per annum; and
- €30.6 million in Ireland per annum during operation of the Proposed Development.

21.11.1.33 This increased turnover in these companies will support employment and generate GVA these economies.

Table 21.73: O&M: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding

| | Local Area | Ireland |
|-------------|------------|---------|
| Operational | 34% | 66% |
| Maintenance | 57% | 59% |
| Total | 52% | 60% |

21.11.1.34 The magnitude of the economic impact from the expenditure during the O&M phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.11.1.35 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.11.1.36 As shown in Table 21.74 throughout the supply chain of the O&M of the Proposed Development, it is expected to generate an annual total of:

- €10.3 million GVA in the Local Area; and
- €14.3 million GVA in Ireland.

21.11.1.37 In addition to the direct and supply chain impacts, the Proposed Development will support economic activity through the spending of those employed during its operation (induced impacts). These benefits could amount to an extra €2.0 million GVA in the Local Area and an additional €3.2 million GVA across Ireland each year.

Table 21.74: O&M: Total GVA. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding

| | Local Area | Ireland |
|----------------------------------|-------------|-------------|
| Direct GVA (€m) | 8.5 | 10.2 |
| Indirect GVA (€m) | 1.8 | 4.1 |
| Total GVA (€m) | 10.3 | 14.3 |
| Induced GVA (€m) | 2.0 | 3.2 |
| Total GVA Including Induced (€m) | 12.3 | 17.5 |

21.11.1.38 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area and Ireland is considered to be Negligible, because it is equivalent to less than 1.5% of the total GVA of these economies.

Table 21.75: O&M: Magnitude of GVA Impact

| | Local Area | Ireland |
|-----------------------------------|------------|-------------|
| Annual GVA (€m) | 10.3 | 14.3 |
| 2022 Study Area GVA (€m) | 14,560 | 497,530 |
| Total Annual GVA as % of 2022 GVA | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.11.1.39 Based on the assessments of sensitivity and magnitude, the effect of the operation of the Proposed Development on the economy of the Local Area was assessed as **Permanent** and **Not Significant**. Its effect on the economy of Ireland was assessed as **Permanent** and **Not Significant**.

Table 21.76: O&M: Significance of GVA Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.11.1.40 Since operational and maintenance spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.1.41 The significance of effect from changes in GVA is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.31 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA. Table 21.30

Decommissioning phase

21.11.1.42 As with the construction and operational and maintenance phases, the decommissioning of the Proposed Development will also generate economic activity in the form of GVA.

MAGNITUDE OF IMPACT

21.11.1.43 The number of offshore wind developments that have undergone decommissioning to date is limited, therefore estimates of the costs and activities associated with decommissioning an offshore wind farm of this scale are based on projections, rather than experience.

21.11.1.44 Based on information provided by the developer, it is projected that an offshore wind farm of this scale will require approximately €198 million of spend (based on current prices). This will require the removal of the WTGs, foundations, cables, and the substation. The split of decommissioning costs is outlined in Table 21.77 and the works will be completed by companies that are currently involved in the installation of these assets.

Table 21.77: Decommissioning: Potential Expenditure by Category. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Value (€m, 2023 Prices) | Share |
|--------------------------------------|-------------------------|-------|
| Decommissioning Marshalling Harbour | 20 | 10% |
| Decommissioning Offshore Logistics | 20 | 10% |
| Decommissioning Scour Protection | 30 | 14% |
| Decommissioning Site Preparation | 10 | 5% |
| Decommissioning Installation Vessels | 130 | 62% |
| Total Decommissioning Spend | 210 | 100% |

21.11.1.45 The operational life of the Proposed Development is expected to be approximately 36.5 years and therefore any decommissioning impacts is likely to occur in the 2060s. At this stage, there is the potential for significant supply chain development within Ireland to meet the installation and decommissioning demands of the offshore wind sector. However, based on current industrial capabilities, it was assumed that the companies who undertake the decommissioning works will be based in the same geographic areas as those who complete the installation works during the construction phase.

21.11.1.46 Therefore, it is estimated that the Local Area will secure approximately €12.7 million in contract spending associated with the decommissioning of the Proposed Development, and Ireland as a whole will secure approximately €15.8 million.

Table 21.78: Decommissioning: Distribution of Contracts

| | Local Area | Ireland |
|---|------------|---------|
| Value of Decommissioning Contracts (€ Millions) | 12.7 | 15.8 |
| Split of Decommissioning Contracts | 6% | 8% |

21.11.1.47 The magnitude of the economic impact from the expenditure during the decommissioning phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development and the focus of other economic assessments associated with offshore wind projects.

21.11.1.48 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.11.1.49 As shown in Table 21.79, throughout the supply chain of the decommissioning of the Proposed Development, it is expected to generate an annual total of:

- €4.3 million GVA in the Local Area; and
- €6.2 million GVA in Ireland.

21.11.1.50 Additional benefits associated with the spending of those employed during the decommissioning of the Proposed Development (induced impacts) could amount to an additional €0.8 million and €1.4 million in the Local Area and Ireland, respectively.

Table 21.79: Decommissioning: Total GVA. Source: BiGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Local Area | Ireland |
|----------------------------------|------------|---------|
| Direct GVA (€m) | €3.7 | €4.6 |
| Indirect GVA (€m) | €0.6 | €1.6 |
| Total GVA (€m) | €4.3 | €6.2 |
| Induced GVA (€m) | €0.8 | €1.4 |
| Total GVA Including Induced (€m) | €5.1 | €7.6 |

21.11.1.51 It is assumed that the decommissioning work will last for two years and therefore, at its peak the decommissioning of the Proposed Development will support an annual €2.6 million GVA in the Local Area and €3.8 million in Ireland.

21.11.1.52 In line with the guidance on assessing long term economic impacts, the GVA impacts of the decommissioning activity has been discounted before assessing the magnitude of effect. The discounted peak values of GVA are shown in Table 21.80.

Table 21.80: Decommissioning: Discounted Peak GVA Impacts

| | Local Area | Ireland |
|---------------------------------|------------|---------|
| Peak GVA Impact (€m) | 2.6 | 3.8 |
| Peak GVA Impact Discounted (€m) | 0.5 | 0.7 |

21.11.1.53 In line with the approach described in Table 21.25, the magnitude of economic impacts are determined based on the change in GVA or employment, relative to current GVA and employment levels. The value of GVA and the number of jobs in each of these study areas in the 2060s is not known and so current values are used to give an indicative measure of magnitude.

21.11.1.54 The effect on the economy of the Local Area and Ireland is considered to be Negligible, because it is equivalent to less than 1.5% of the total GVA of these economies.

SIGNIFICANCE OF EFFECT

21.11.1.55 Based on the assessments of sensitivity and magnitude, the effect of the decommissioning of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.81: Decommissioning: Significance of GVA Impact

| | Local Area | Ireland |
|------------------------------------|------------|---------|
| Value of Decommissioning Contracts | 12.7 | 15.8 |
| Split of Decommissioning Contracts | 6% | 8% |

PROPOSED MITIGATION

21.11.1.56 Since decommissioning spending is expected to result in a beneficial impact on GVA, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.1.57 The significance of effect from changes in GVA is positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in GVA.

21.11.2 Impact 2 – Increase in Employment

21.11.2.1As with the generation of GVA, the construction, operational and maintenance, and decommissioning phases of the Proposed Development will also result in the creation of employment. The estimation of employment impacts relied on the same methodology and assumptions adopted to estimate the impact on GVA.

21.11.2.2The level of employment that is supported by a given amount of turnover is dependent on the sector that the company is operating in. To estimate the direct GVA from each of the main contract categories, each contract was split into sub-contracts. Using industry-specific data on turnover

and GVA (OECD, 2021), turnover/employment ratios were applied to each specific sub-contract in order to estimate employment.

21.11.2.3 There would also be knock on effects in the supply chain as these directly procured companies employ workers to support their activities. These effects are estimated by applying Type 1 (Indirect) employment multipliers, as derived from the Irish Input-Output Tables (CSO, 2014), to the direct GVA impacts.

21.11.2.4 Those who are directly employed on the Proposed Development, or through the supply chain, will also have an impact on the economy through spending of their salaries across the economy, creating jobs throughout the economy. This is the induced impact and it is calculated using the Type 2 multipliers, that are based on the Input-Output Tables produced by the CSO.

21.11.2.5 As the construction of the Proposed Development will generate short term employment, any impacts on employment are estimated in terms of 'years of employment'. This is a measure of temporary employment, whereby a job lasting for 18 months is to be interpreted as 1.5 years of employment.

SENSITIVITY OF RECEPTOR

21.11.2.6 The sensitivity of the economic receptors have been assessed as:

- The sensitivity of the economy of the Local Area has been assessed as Medium; and
- The sensitivity of the economy of Ireland has been assessed as Low.

Construction Phase

MAGNITUDE OF IMPACT

21.11.2.7 Based on these assumptions, it was estimated that the Proposed Development could result in the creation of:

- 210 years of employment in the Local Area; and
- 1,000 years of employment in Ireland.

21.11.2.8 In addition to the direct and supply chain impacts, the economic activity produced through the spending of those employed during construction, induced impacts, could amount to an additional 40 years of employment in the Local Area and an extra 190 years of employment across Ireland.

Table 21.82: Construction: Total Employment (Years of Employment). Source: BIGGAR Economics Analysis. Note: Totals may not sum due to rounding

| | Local Area | Ireland |
|---|------------|--------------|
| Direct Employment (Years of Employment) | 160 | 720 |
| Indirect Employment (Years of Employment) | 40 | 270 |
| Total Employment (Years of Employment) | 210 | 1,000 |
| Induced Employment (Years of Employment) | 40 | 190 |
| Total Employment Including Induced | 250 | 1,190 |

21.11.2.9 It is anticipated that construction of the Proposed Development will begin in 2027. Employment associated with the construction phase is expected to peak in Q1 of 2027, when the construction of the Proposed Development is estimated to support:

- 80 jobs in the Local Area; and
- 300 jobs in Ireland.

21.11.2.10 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area is assessed as Negligible, because the peak employment supported is less than 0.5% of the total jobs in the area. The magnitude of the impact is also considered to be Negligible for the economy of Ireland, as it is equivalent to less than 0.5% of the total jobs in Ireland.

Table 21.83: Construction: Magnitude of Employment Impact

| | Local Area | Ireland |
|-----------------------------|------------|------------|
| Peak Employment (Jobs) | 80 | 300 |
| 2023 Jobs | 93,460 | 2,345,457 |
| Peak Jobs as % of 2023 Jobs | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.11.2.11 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on employment in the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

Table 21.84: Construction: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.11.2.12 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.2.13 The significance of effect from changes in employment is Positive and Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are

considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Operational and Maintenance Phase

21.11.2.14 As with the construction phase, the O&M of the Proposed Development will result in an increase in the turnover of those businesses supporting operational activities. Changes in turnover will support the jobs required to fulfil contracts.

21.11.2.15 The assessment of impacts on employment relies on the same assumptions that were adopted in the estimation of GVA impacts occurring during the O&M period.

MAGNITUDE OF IMPACT

21.11.2.16 The magnitude of the employment impact from the expenditure during the operational and maintenance phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.11.2.17 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.11.2.18 As shown in Table 21.85, throughout the supply chain the annual O&M of the Proposed Development is expected to support a total of:

- 60 jobs in the Local Area; and
- 100 jobs in Ireland.

21.11.2.19 Additional benefits associated with the spending of those employed during the operation of the Proposed Development (induced impacts) could amount to an extra 30 jobs in the Local Area and an additional 40 jobs across Ireland each year.

Table 21.85: O&M: Total Jobs. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding

| | Local Area | Ireland |
|------------------------------|------------|------------|
| Direct Jobs | 50 | 60 |
| Indirect Jobs | 10 | 40 |
| Total Jobs | 60 | 100 |
| Induced Jobs | 10 | 20 |
| Total Jobs Including Induced | 70 | 120 |

21.11.2.20 In line with the approach described in Table 21.25, the magnitude of the effect on the economy of the Local Area is considered to be Negligible, because it is equivalent to less than 0.5% of the total employment in this area. Similarly, for the economy of Ireland, the effect is considered to be Negligible as it is equivalent to less than 0.5% of the total number of jobs in this economy.

Table 21.86: O&M Magnitude of Employment Impact. Source: BiGGAR Economics Analysis. Totals may not sum due to rounding

| | Local Area | Ireland |
|-------------------------------|------------|------------|
| Jobs Impact | 60 | 100 |
| 2023 total Jobs in Study Area | 93,460 | 2,345,457 |
| Peak Jobs as % 2023 Jobs | 0.1% | <0.1% |
| Magnitude of Effect | Negligible | Negligible |

SIGNIFICANCE OF EFFECT

21.11.2.21 Based on the assessments of sensitivity and magnitude, the effect of the O&M phase of the Proposed Development on the economy of the Local Area was assessed as **Permanent** and **Not Significant** and its effect on the economy of Ireland was assessed as **Permanent** and **Not Significant**.

Table 21.87: O&M: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|------------------------|------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | Negligible | Negligible |
| Significance | Not Significant | Not Significant |

PROPOSED MITIGATION

21.11.2.22 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.2.23 The significance of effect from changes in employment is positive and not significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Decommissioning Phase

21.11.2.24 The decommissioning of the Proposed Development will result in an increase in the turnover of those businesses supporting associated activities. Changes in turnover will support the jobs required to fulfil contracts.

21.11.2.25 The assessment of impacts on employment relies on the same assumptions that were adopted in the estimation of employment impacts in the O&M period.

MAGNITUDE OF IMPACT

21.11.2.26 The magnitude of the economic impact from the expenditure during the construction phase has been estimated in line with the methodology outlined in Section 21.8 of this chapter. For the purposes of assessment, only the direct and indirect economic impacts are considered when determining the magnitude of the impact. These describe the economic activity required to realise the Proposed Development.

21.11.2.27 The induced impacts are quantified and presented for completeness but are not used in the assessment of magnitude.

21.11.2.28 As shown in Table 21.88, throughout the supply chain the decommissioning of the Proposed Development, it is expected to support a total of:

- 31 years of employment in the Local Area; and
- 46 years of employment in Ireland.

21.11.2.29 Additional benefits associated with the spending of those employed during the decommissioning of the Proposed Development (induced impacts) could amount to an additional 7 years of employment in the Local Area and 11 years of employment in Ireland.

Table 21.88: Decommissioning: Total Jobs

| | Local Area | Ireland |
|------------------------------|------------|---------|
| Direct Jobs | 24 | 30 |
| Indirect Jobs | 6 | 16 |
| Total Jobs | 31 | 46 |
| Induced Jobs | 7 | 11 |
| Total Jobs Including Induced | 37 | 57 |

21.11.2.30 As it was assumed that decommissioning work will take two years, it is expected that, at its peak, the decommissioning of the Proposed Development will support 20 jobs in the Local Area and 30 jobs across Ireland.

21.11.2.31 In line with the approach described in Table 21.25, the magnitude of the effect on employment in the Local Area is considered to be Negligible, because it is equivalent to less than 0.5% of the total employment in this area. Similarly, for Ireland, the effect is considered to be Negligible as it is equivalent to less than 0.5% of the total number of jobs in the economy.

SIGNIFICANCE OF EFFECT

21.11.2.32 Based on the assessments of sensitivity and magnitude, the effect of the O&M phase of the Proposed Development on the economy of the Local Area was assessed as **Temporary and Not Significant**. Its effect on the economy of Ireland was assessed as **Temporary and Not Significant**.

PROPOSED MITIGATION

21.11.2.33 Since construction spending is expected to result in a beneficial impact on employment, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.2.34 The significance of effect from changes in employment is positive and not significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

21.11.3 Impact 3 – Tourism Economy Impact

Construction Phase

21.11.3.1 The changes in the surrounding environment brought about by the construction of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.11.3.2 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.11.3.3 The offshore wind farm construction has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.11.3.4 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

21.11.3.5 In addition, Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026) Appendix to Volume II, Chapter 21: Population and Human Health (Revised March 2026) found no demonstrable relationship between visible offshore wind developments and tourism employment when tourism employment trends in the areas proximate to six visible offshore wind farms in the UK were analysed. Half of the analysed wind farm areas experienced no reductions in tourism employment between the years prior to and immediately after construction. Where analysed areas did experience reductions in tourism employment during this period, all returned to and exceeded pre-construction levels of tourism employment in the long-term, suggesting that short-term reductions were unrelated to the development of the wind farms.

SENSITIVITY OF RECEPTOR

21.11.3.6 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.11.3.7 No significant environmental impacts have been identified during the construction phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.3.8 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's construction on the tourism economy was assessed as **Not Significant** for the Local Area.

Table 21.89: Construction: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.3.9 As the impact of construction of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.3.10 The significance of the impact of the construction phase on the tourism economy of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

Operational and Maintenance Phase

21.11.3.11 The changes in the surrounding environment brought about by the construction of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.11.3.12 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.11.3.13 The offshore wind farm construction has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;
- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.11.3.14 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

SENSITIVITY OF RECEPTOR

21.11.3.15 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.11.3.16 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.3.17 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's operational and maintenance phase on the tourism economy was assessed as **Not Significant** for the Local Area

Table 21.90: Operational and Maintenance: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.3.18 As the impact of the operational and maintenance phase of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.3.19 The significance of the impact of the operational and maintenance phase on the tourism economy of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

Decommissioning Phase

21.11.3.20 The changes in the surrounding environment brought about by the decommissioning of the Proposed Development could at least in theory have an impact on the tourism economy of the Local Area.

21.11.3.21 The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur. For there to be an impact on the tourism economy, each of the following conditions should be met:

21.11.3.22 The offshore wind farm decommissioning has some impact(s) on the area;

- Visitors, or potential visitors are aware of such impact(s);
- Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they choose to visit or the activities that they undertake;

- The change in behaviour results in a change in their level of spending; and
- These changes in visitor spending result in a change in performance of the tourism sector, for example, a change in employment.

21.11.3.23 As set out within the baseline, evidence suggests that there is no relationship between offshore wind developments and the tourism economy. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). The survey completed by Failte Ireland (Failte Ireland, 2023) found that, while there was visibility of ABWP1 at Brittas Bay in County Wicklow, visitors were unlikely to notice the development or have a negative view of the landscape as a result of its presence, suggesting the presence of the offshore wind farm has not had any effect on the tourism economy of the Local Area.

SENSITIVITY OF RECEPTOR

21.11.3.24 The sensitivity of the tourism economy of the Local Area to environmental affects has been assessed as Medium.

MAGNITUDE OF IMPACT

21.11.3.25 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.3.26 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's decommissioning on the tourism economy was assessed as **Not Significant** for the Local Area.

Table 21.91: Decommissioning: Significance of Tourism Economy Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.3.27 As the impact of decommissioning of the Proposed Development on the tourism economy of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.3.28 The significance of the impact of the decommissioning phase on the tourism economy of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on the tourism economy.

21.11.4 Impact 4 – Tourism and Recreation Assets Impacts

21.11.4.1 The assessment has considered whether the construction of the Proposed Development would affect any of the tourism attractions identified in Section 21.5.

21.11.4.2 Where no significant effects have been identified, this is indicated in Table 21.92 with an X. Where a potential significant effect has been identified, this is indicated with a ✓.

Table 21.92: Significant Effects Identified on Tourism and Recreation Assets

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|---|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Johnstown Castle Estate, Museum & Gardens | X | X | X | X | X |
| The JFK Memorial Park and Arboretum | X | X | X | X | X |
| Hook Lighthouse | X | X | X | X | X |
| Wells House & Gardens | X | X | X | X | X |
| Irish National Heritage Park | X | X | X | X | X |
| Kia Ora Mini Farm | X | X | X | X | X |
| Tintern Abbey | X | X | X | X | X |
| Colclough Walled Garden | X | X | X | X | X |
| Dunbrody Famine Ship | X | X | X | X | X |
| Kilmokea Gardens | X | X | X | X | X |
| Kennedy Homestead | X | X | X | X | X |
| Ferns Castle | X | X | X | X | X |
| Enniscorthy Castle | X | X | X | X | X |
| Powerscourt Estate, Gardens & Waterfall | X | X | X | X | X |
| Glendalough Monument & Site | X | X | X | X | X |
| Russborough House & Parklands | X | X | X | X | X |
| Kilmacurragh Gardens | X | X | X | X | X |

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|-----------------------------------|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Killruddery House & Gardens | X | X | X | X | X |
| National Sealife Centre | X | X | X | X | X |
| Wicklow's Historic Gaol | X | X | X | X | X |
| Powerscourt Distillery | X | X | X | X | X |
| Wicklow Head Lighthouse | X | X | ✓ | X | ✓ |
| Blainroe Golf Club | X | X | ✓ | X | X |
| Sorrento Park | X | X | X | X | X |
| Brittas Bay Beach | X | X | ✓ | X | X |
| Clogga Beach | X | X | ✓ | X | X |
| Newcastle Beach | X | X | ✓ | X | X |
| Ballymoney Beach | X | X | ✓ | X | X |
| Courtown Harbour Beach | X | X | ✓ | X | ✓ |
| Curraclloe Beach | X | X | X | X | X |
| Beyond the Trees, Avondale | X | X | X | X | X |
| Mount Usher Gardens | X | X | X | X | X |
| Dunbrody Abbey and Visitor Centre | X | X | X | X | X |
| Wexford Lavender Farm | X | X | X | X | X |
| Blackwater Open Farm | X | X | X | X | X |
| Duncannon Forst Visitor Centre | X | X | X | X | X |

SENSITIVITY OF RECEPTOR

21.11.4.3 The majority of tourism assets identified in the Local Area are not located on the coast and do not rely on the seascape to attract visitors. The two attractions located on the coast are the National Sea Life Centre, for which exhibits are indoors and the main motivation to visit is an interest in

wildlife. The main motivation to visit Hook Lighthouse is an interest in history, though the attraction markets its sea view.

Table 21.93: Tourism Asset Sensitivities

| Tourism Asset | Sensitivity |
|---|-------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible |
| The JFK Memorial Park and Arboretum | Negligible |
| Hook Lighthouse | Low |
| Wells House & Gardens | Negligible |
| Irish National Heritage Park | Negligible |
| Kia Ora Mini Farm | Negligible |
| Tintern Abbey | Negligible |
| Colclough Walled Garden | Negligible |
| Dunbrody Famine Ship | Negligible |
| Kilmokea Gardens | Negligible |
| Kennedy Homestead | Negligible |
| Ferns Castle | Negligible |
| Enniscorthy Castle | Negligible |
| Powerscourt Estate, Gardens & Waterfall | Negligible |
| Glendalough Monument & Site | Negligible |
| Russborough House & Parklands | Negligible |
| Kilmacurragh Gardens | Negligible |
| Killruddery House & Gardens | Negligible |
| National Sealife Centre | Negligible |
| Wicklow's Historic Gaol | Negligible |
| Powerscourt Distillery | Negligible |

| Tourism Asset | Sensitivity |
|-----------------------------------|-------------|
| Wicklow Head Lighthouse | Low |
| Blainroe Golf Club | Low |
| Sorrento Park | Low |
| Brittas Bay Beach | Low |
| Clogga Beach | Low |
| Newcastle Beach | Low |
| Ballymoney Beach | Low |
| Courtown Harbour Beach | Low |
| Curracloe Beach | Low |
| Beyond the Trees, Avondale | Negligible |
| Mount Usher Gardens | Negligible |
| Dunbrody Abbey and Visitor Centre | Negligible |
| Wexford Lavender Farm | Negligible |
| Blackwater Open Farm | Negligible |
| Duncannon Forst Visitor Centre | Negligible |

Construction Phase

MAGNITUDE OF IMPACT

21.11.4.4 No significant environmental impacts have been identified during the construction phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.4.5 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's construction on tourism and recreation assets has been assessed below.

Table 21.94: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.11.4.6 As the impact of the construction of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.4.7 The significance of the impact of the construction phase on tourism assets of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already

identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.11.4.8 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.4.9 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's operational and maintenance phase on tourism and recreation assets has been assessed below.

Table 21.95: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|--------------------------------|-------------------------|---------------------|----------------------|
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.11.4.10 As the impact of the operational and maintenance phase of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.4.11 The significance of the impact of the operational and maintenance phase on tourism assets of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

Decommissioning Phase

MAGNITUDE OF IMPACT

21.11.4.12 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact the tourism assets has been assessed as Negligible.

SIGNIFICANCE OF EFFECT

21.11.4.13 Based on the assessment of both magnitude and sensitivity, the effect of the Proposed Development's decommissioning phase on tourism and recreation assets has been assessed below.

Table 21.96: Significance of Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

PROPOSED MITIGATION

21.11.4.14 As the impact of the decommissioning of the Proposed Development on tourism assets of the Local Area has been assessed as Not Significant, no mitigation measures are envisaged.

RESIDUAL EFFECT ASSESSMENT

21.11.4.15 The significance of the impact of the decommissioning phase on tourism assets of the Local Area has been assessed as Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of impacts on tourism assets.

21.11.5 Impact 5 – Residential Amenities and Community Assets Impacts

21.11.5.1 The potential for a significant influx of transient workers having an impact on residential community and social assets has been scoped into this assessment. This assessment considers the potential impact on residential amenities and community assets as a result of a change in demand for assets such as leisure centres, health care centres and schools during the construction phase and the decommissioning phase.

SENSITIVITY OF RECEPTOR

21.11.5.2 The sensitivity of the residential amenities and community facilities in the Local Area has been assessed as Low.

Construction Phase

MAGNITUDE OF IMPACT

21.11.5.3 The potential change in demographics as a result of construction of the Proposed Development is linked to the number of jobs that are supported.

21.11.5.4 The distribution of economic activity during the construction of the Proposed Development is determined by the location of the directly contracted and supply chain companies. Changes to the use of and demand for residential amenities and community facilities will be the result of new people moving to the area to work on these projects.

21.11.5.5 It is expected that the population of the Local Area will grow on average by 2,746 each year between 2022 and 2040. The peak employment that will be supported in the Local Area during the construction of the Proposed Development is estimated to be 80 jobs. This is equivalent to 2.9% of the projected annual population growth for the Local Area.

21.11.5.6 The Developer is also considering a potential community benefit fund, which may include support for residential amenities and community facilities.

21.11.5.7 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.97: Construction: Magnitude of Residential Amenities and Community Facilities Impacts

| | Local Area |
|--|------------|
| Peak Population Increase | 80 |
| Average Annual Population Increase (2022-2040) | 2,746 |
| Peak Population as % of Normal Population Growth | 2.9% |
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.11.5.8 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on Residential Amenities and Community Facilities was assessed as **Temporary and Not Significant**.

Table 21.98: Construction: Significance of Residential Amenities and Community Facilities Impacts

| | Local Area |
|-------------------------|------------|
| Sensitivity of Receptor | Low |

| | Local Area |
|---------------------|------------------------|
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.5.9 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.11.5.10 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Operational and Maintenance Phase

MAGNITUDE OF IMPACT

21.11.5.11 The potential change in demographics as a result of construction of the Proposed Development is linked to the number of jobs that are supported.

21.11.5.12 The distribution of economic activity during the operation of the Proposed Development is determined by the location of the directly contracted and supply chain companies. Changes to the use of and demand for residential amenities and community facilities will be the result of new people moving to the area to work on these projects.

21.11.5.13 It is expected that the population of the Local Area will grow on average by 2,746 each year between 2022 and 2040. Each year of operation, it is expected that the Proposed Development will support 130 jobs. This is equivalent to 4.7% of the projected annual population growth for the Local Area.

21.11.5.14 The Developer is also considering a potential community benefit fund, which may include support for residential amenities and community facilities.

21.11.5.15 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.99: Operation: Magnitude of Residential Amenities and Community Facilities Impacts

| | Local Area |
|--|------------|
| Peak Population Increase | 130 |
| Average Annual Population Increase (2016-2036) | 2,746 |
| Peak Population as % of Normal Population Growth | 4.7% |

| Local Area | |
|---------------------|------------|
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.11.5.16 Based on the assessments of sensitivity and magnitude, the effect of the operation of the Proposed Development on Residential Amenities and Community Facilities was assessed as Permanent and Not Significant.

Table 21.100: Operation: Significance of Residential Amenities and Community Facilities Impacts

| Local Area | |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.5.17 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.11.5.18 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

Decommissioning Phase

21.11.5.19 This assessment considers the potential impact on residential amenities and community assets as a result of a change in demand for assets such as leisure centres, health care centres and schools.

MAGNITUDE OF IMPACT

21.11.5.20 The average population of the Local Area is projected to grow by 2,746 per year between 2022 and 2040. Population projections in later years are not available, so it has been assumed that this growth will continue and form the basis of the assessment for the decommissioning phase of the Proposed Development, expected to take place in the 2060s. The peak employment that will be supported in the Local Area during the decommissioning of the Proposed Development is estimated to be 20 jobs. This is equivalent to 0.7% of the projected annual population growth for the Local Area.

21.11.5.21 The Developer is also considering a potential community benefit fund, which may include support for residential amenities and community facilities.

21.11.5.22 In line with the approach to determining the magnitude of residential amenities and community facilities impacts outlined in Table 21.28, the magnitude of this impact has been assessed as Negligible.

Table 21.101: Decommissioning: Magnitude of Residential Amenities and Community Facilities Impacts

| | Local Area |
|--|------------|
| Peak Population Increase | 20 |
| Average Annual Population Increase (2016-2036) | 2,746 |
| Peak Population as % of Normal Population Growth | 0.7% |
| Magnitude of Effect | Negligible |

SIGNIFICANCE OF EFFECT

21.11.5.23 Based on the assessments of sensitivity and magnitude, the effect of the construction of the Proposed Development on Residential Amenities and Community Facilities was assessed as **Temporary and Not Significant**.

Table 21.102: Construction: Significance of Residential Amenities and Community Facilities Impacts

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

PROPOSED MITIGATION

21.11.5.24 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary.

RESIDUAL EFFECT ASSESSMENT

21.11.5.25 The significance of effect from impacts on residential amenities and community facilities is Not Significant in EIA terms. Therefore, no additional mitigation to that already identified in Table 21.30 are considered necessary. Therefore, no significant adverse residual effects have been predicted in respect of an increase in employment.

21.12 Cumulative impacts assessment methodology

21.12.1 Methodology

21.12.1.1 The Cumulative Impact Assessment (CIA) takes into account the impact associated with the Proposed Development together with other projects and plans. The projects and plans selected as relevant to the CIA presented within this chapter are based upon the results of a screening exercise (see Volume III, Appendix 3.2: CIA Screening (Revised March 2026)). Each project has been considered on a case-by-case basis for screening in or out of this chapter's assessment based upon data confidence, effect-receptor pathways and the spatial/temporal scales involved.

21.12.1.2 A tiered approach is adopted to provide an assessment of the Proposed Development as a whole. The tiering methodology is provided in Volume III, Appendix 3.2: CIA Screening (Revised March 2026).

21.12.1.3 The specific projects scoped into this cumulative impact assessment, and the tiers into which they have been allocated are presented in Table 21.103.

21.12.1.4 Due to the commitments made by the Developer in respect of the Foreshore Licence FS007339 and Foreshore Licence Application FS007555 (Table 21.30), FS007339 and FS007555 have been screened out of the cumulative impact assessment.

Table 21.103: List of other projects and plans considered within the cumulative impact assessment

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--|-----------------------|-------------------------------|--|--|-----------------------|--------------------|--|
| Tier 1 | | | | | | | |
| Arklow Bank Wind Park 2 Onshore Grid Infrastructure | Consented | 2.0 | 1.0 | Onshore grid infrastructure located onshore and required for the operation of the Proposed Development | 2026 - 2030 | 2030 - 2066 | Potential temporal overlap with the Proposed Development construction and operational and maintenance phases. |
| Arklow Bank Wind Park Phase 2 OMF Onshore Infrastructure | Consented | 11.3 | 4.5 | Development of an OMF to support the Proposed Development, located at Arklow Port. | 2027 - 2030 | 2031- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Codling Wind Park | Application submitted | 10.3 | 9.4 | 'Relevant Project'. Application submitted under the Maritime Area Planning (MAP) Act 2021. | 2026 - 2029 | 2029 onwards | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Dublin Array | Application submitted | 25.8 | 24.9 | 'Relevant Project'. Application submitted under the Maritime Area Planning (MAP) Act 2021. | 2029 - 2032 | 2032 onwards | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| North Irish Sea Array | Application submitted | 65.1 | 64.1 | 'Relevant Project'. Application submitted under the Maritime Area Planning (MAP) Act 2021. | 2027-2030 | 2031 onwards | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Oriel | Application submitted | 108.1 | 107.2 | 'Relevant Project'. Application submitted under the Maritime Area Planning (MAP) Act 2021. | 2028 - 2030 | 2030 onwards | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Robin Rigg West | Operational | 247.3 | 246.3 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Robin Rigg East | Operational | 249.9 | 248.9 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---------------------------|--------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| Methil Demo/Levenmouth | Operational | 407.5 | 406.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Near Na Gaoithe | Operational | 435.4 | 434.4 | Offshore Wind | 2023-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Inch Cape | Under construction | 456.4 | 455.4 | Offshore Wind | 2023-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Seagreen Phase 1 | Operational | 474.6 | 473.6 | Offshore Wind | Pre-2021-2022 | 2023- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Erebus Floating Wind Demo | Consented | 133.3 | 132.7 | Offshore Wind | 2023-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Awel y Môr | Consented | 148.5 | 147.6 | Offshore Wind | 2023-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Rhyl Flats | Operational | 156.3 | 155.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gwynt y Mor | Operational | 159.0 | 158.1 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Morgan | Consented | 165.3 | 164.3 | Offshore Wind | 2025-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| North Hoyle | Operational | 170.9 | 170.1 | Offshore Wind | | Pre-2021-2030 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| White Cross | Consented | 174.7 | 174.0 | Offshore Wind | 2025-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Burbo Bank Extension | Operational | 180.6 | 179.8 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney Extension 3 | Operational | 187.1 | 186.1 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney Extension 4 | Operational | 189.5 | 188.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Burbo Bank | Operational | 189.9 | 189.0 | Offshore Wind | | Pre-2021-2030 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney 2 | Operational | 196.5 | 195.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| West of Duddon Sands | Operational | 196.9 | 195.9 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney 1 | Operational | 199.1 | 198.1 | Offshore Wind | | Pre-2021-2030 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Ormonde | Operational | 207.4 | 206.4 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Barrow | Operational | 208.6 | 207.6 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| TwinHub | Operational | 256.2 | 255.6 | Offshore Wind | 2024-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Teesside | Operational | 369.1 | 368.1 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Blyth | Operational | 379.6 | 378.6 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Blyth Demo Phase 1 | Operational | 382.9 | 382.0 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Blyth Demonstration Site | Operational | 388.5 | 387.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Westermost Rough | Operational | 410.5 | 409.7 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Humber Gateway | Operational | 418.1 | 417.3 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Lynn | Operational | 424.9 | 424.2 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Inner Dowsing | Operational | 425.2 | 424.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Lincs | Operational | 426.5 | 425.8 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Triton Knoll | Operational | 444.6 | 443.8 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Rampion | Operational | 445.7 | 445.0 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Race Bank | Operational | 448.3 | 447.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Rampion 2 | Consented | 450.7 | 450.0 | Offshore Wind | 2025-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Sheringham Shoal Extension | Consented | 465.5 | 464.8 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Dudgeon Extension | Consented | 475.2 | 474.5 | Offshore Wind | 2024-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Dudgeon | Operational | 484.7 | 484.0 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Kentish Flats Extension | Operational | 498.0 | 497.4 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Kentish Flats | Operational | 499.3 | 498.7 | Offshore Wind | | Pre-2021-2030 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Hornsea Project Two | Operational | 499.3 | 498.5 | Offshore Wind | Pre-2021-2021 | 2022- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gunfleet Sands I | Operational | 499.5 | 499.0 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|-----------------------------|--------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gunfleet Sands Demo | Consented | 499.7 | 499.2 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gunfleet Sands II | Operational | 501.1 | 500.6 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Hornsea Project One | Operational | 512.3 | 511.5 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| London Array | Operational | 517.1 | 516.6 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Scroby Sands | Operational | 518.0 | 517.4 | Offshore Wind | | Pre-2021-2030 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Dogger Bank - Creyke Beck B | Operational | 530.9 | 530.0 | Offshore Wind | | 2024- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Thanet | Operational | 534.3 | 533.7 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Dogger Bank - Creyke Beck A | Under construction | 535.5 | 534.6 | Offshore Wind | 2022-2025 | 2026- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Greater Gabbard | Operational | 538.8 | 538.3 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Galloper | Operational | 543.7 | 543.2 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------------------|--------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| Dogger Bank - Teesside B (Sofia) | Under construction | 565.3 | 564.3 | Offshore Wind | 2022-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| East Anglia ONE | Operational | 569.4 | 568.8 | Offshore Wind | | Pre-2021- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| East Anglia Three | Under construction | 583.4 | 582.7 | Offshore Wind | 2023-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Dogger Bank C - Teesside A | Under construction | 600.8 | 599.9 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Kincardine | Consented | 520.4 | 519.4 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Aberdeen (EOWDC) | Operational | 536.2 | 535.3 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Hywind | Operational | 581.7 | 580.7 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Moray West | Under construction | 591.3 | 590.3 | Offshore Wind | 2023-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Moray East | Operational | 603.5 | 602.6 | Offshore Wind | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---|--------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Beatrice | Operational | 613.2 | 612.3 | Offshore Wind | 2025-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Holyhead Deep 0.5MW Site | Operational | 84.3 | 83.3 | Tidal | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Milford Haven Estuary (META Phase 2) - Dale Roads | Operational | 121.3 | 120.6 | Tidal | Pre-2021-2021 | 2022- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Milford Haven Estuary (META Phase 2) - East Pickard Bay | Operational | 126.1 | 125.4 | Tidal | Pre-2021-2021 | 2022- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Pembrokeshire Demonstration Zone | Pre-planning application | 144.3 | 143.7 | Wave | 2025-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Marine Energy Test Areas (META)*** | Operational | 128.6 | 127.9 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Milford Haven Estuary (META Phase 2) - Warrior Way | Operational | 129.2 | 128.5 | Tidal | Pre-2021-2021 | 2022- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Wave Hub | Operational | 262.9 | 263.5 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Falmouth Bay Test Site (FaBTest) | Operational | 292.0 | 291.4 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Isle of Muck | Operational | 437.2 | 436.3 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|------------------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| EMEC Scapa Flow | Operational | 689.5 | 688.6 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Deer Sound | Operational | 700.1 | 699.2 | Tidal | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| EMEC Shapinsay Sound | Operational | 702.6 | 701.7 | Tidal | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| EMEC Fall of Warness | Operational | 717.6 | 716.7 | Tidal | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| HIBERNIA ATLANTIC SEG D | Operational | 15.4 | 14.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| UK-IRELAND 2 CROSSING | Operational | 39.0 | 38.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| CeltixConnect - Sea Fibre Networks | Operational | 49.2 | 48.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| HIBERNIA ATLANTIC SEG C | Operational | 54.8 | 53.9 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| ZAYO Emerald Bridge One | Operational | 58.5 | 57.6 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SIRIUS SOUTH | Operational | 58.7 | 57.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------------|--------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| Rockabill Telecoms Cable | Operational | 64.9 | 64.0 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| UK-IRELAND CROSSING 1 | Operational | 67.0 | 66.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| East West Interconnector | Operational | 68.5 | 67.6 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SOLAS | Operational | 69.0 | 68.4 | Telecom | 2023-2024 | 2025- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Havhingsten Telecoms Cable | Operational | 70.3 | 69.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Greenlink Interconnector | Under construction | 79.6 | 79.0 | Power | 2024-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Western HVDC Link | Operational | 124.9 | 123.9 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| HIBERNIA ATLANTIC SEG A | Operational | 126.9 | 125.9 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| TATA ATLANTIC NORTH | Operational | 140.9 | 140.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Hibernia Express | Operational | 154.3 | 153.7 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| MANX-N.IRELAND | Operational | 154.7 | 153.9 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| TGN W.EUROPE UK-PORTUGAL | Operational | 157.2 | 156.6 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Rhyl Flats | Operational | 157.7 | 156.8 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| LANIS 1 | Operational | 158.4 | 157.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gwynt y Mor | Operational | 166.2 | 165.3 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| North Hoyle | Operational | 166.2 | 165.3 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| LANIS 2 | Operational | 166.3 | 165.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| IOM/UK INTERCONNECTOR | Operational | 166.6 | 165.6 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| WESTERN LINK ARDNEILL TO WIRRAL 2 POWER CABLE*** | Active | 170.3 | 169.4 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| BT-MT1 | Operational | 171.2 | 170.2 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SWANSEA/BR EAN | Operational | 175.2 | 174.5 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|-------------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| WALNEY 3 EXPORT CABLE*** | Active | 187.3 | 186.3 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| WALNEY 4 EXPORT CABLE*** | Active | 191.4 | 190.4 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SCOTLAND-N.IRELAND 1 | Operational | 191.7 | 190.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| TATA ATLANTIC SOUTH | Operational | 193.8 | 193.1 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SIRIUS NORTH | Operational | 195.9 | 195.0 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| GRACE HOPPER TELECOM CABLE*** | Active | 201.3 | 200.7 | Telecom | Pre-2021-2021 | 2022- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney 2 OFTO | Operational | 202.8 | 201.8 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| LANIS 3 | Operational | 204.6 | 203.7 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| West of Duddon Sands OFTO | Operational | 204.6 | 203.6 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| YELLOW | Operational | 207.2 | 206.6 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Ormonde OFTO | Operational | 209.5 | 208.5 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---------------------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| IRIS SEG 1 TELECOM CABLE*** | Active | 210.1 | 200.7 | Telecom | Pre-2021-2022 | | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Barrow OFTO | Operational | 211.5 | 210.5 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| MOYLE INTERCONNECTOR SOUTH | Operational | 214.8 | 213.9 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| MOYLE INTERCONNECTOR NORTH | Operational | 215.0 | 214.1 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SCOTLAND-N IRELAND 3 TELECOM CABLE*** | Active | 218.6 | 217.7 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| SCOTLAND-NI 2 | Operational | 218.2 | 217.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Amitie | Operational | 221.0 | 220.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| GLO 1 | Operational | 222.7 | 222.0 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Robin Rigg OFTO | Operational | 250 | 249 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| AE Connect Cable | Operational | 259.7 | 256.0 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Wave Hub | Operational | 259.8 | 259.2 | Wind Export | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------------------|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| Havfrue | Operational | 273.5 | 266.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| FLAG ATLANTIC NORTH | Operational | 276.9 | 276.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Isle of Scilly | Operational | 287.3 | 286.7 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| ATLANTIC CROSSING 1 SEG B1 and C | Operational | 288.5 | 287.9 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| FLAG ATLANTIC INTERLINK | Operational | 293.4 | 292.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| TAT12-13 | Operational | 293.4 | 292.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| HUGO | Operational | 293.4 | 292.8 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| BT IOS1 | Operational | 293.5 | 292.9 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| UK/CH.ISLAND S 7 | Operational | 308.7 | 308.0 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| LIBERTY | Operational | 309.1 | 308.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| APOLLO SOUTH | Operational | 399.3 | 398.7 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--|--------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| FLAG ATLANTIC SOUTH | Operational | 410.0 | 409.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| GUERNSEY-JERSEY 1 OVERLAY 90KV INTERCONNECTOR CABLE*** | Operational | 431.6 | 430.9 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| INGRID GJ TELCOM CABLE*** | Operational | 432.0 | 431.3 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| GUERNSEY-JERSEY 4 TELECOM CABLE*** | Operational | 433.4 | 432.6 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| NORMANDIE 1 90KV INTERCONNECTOR CABLE*** | Operational | 474.1 | 473.4 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| INGRID JF TELCOM CABLE*** | Operational | 474.1 | 473.4 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| NORMANDIE 2 90KV INTERCONNECTOR CABLE*** | Operational | 474.1 | 473.4 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| NORMANDIE 3 90KV INTERCONNECTOR CABLE*** | Operational | 475.6 | 474.9 | Power | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| ATLANTIC CROSSING 1 SEG A | Operational | 772.1 | 771.2 | Telecom | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Perpetuus Tidal Energy Centre (PTEC) | Under construction | 399.3 | 398.7 | Tidal | 2023-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---|-----------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| | | | | | | | the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Inner Sound | Operational | 661.8 | 660.9 | Tidal | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| EMEC Bilia Croo | Operational | 690.6 | 689.7 | Wave | | Pre-2021- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Arklow Phase 1 Power Cable | Operational | 0.0 | 0.0 | Power | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Codling Wind Park Export Cable Corridor (ECC) | Application submitted | 18.9 | 18.0 | Power | 2026-2029 | 2030- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Dublin Array ECC | Application submitted | 31.9 | 31.0 | Power | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| ESAT 2 | Operational | 46.3 | 45.4 | Telecom | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| North Irish Sea Array ECC | Application submitted | 80.0 | 79.1 | Power | 2027-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Oriel ECC | Application submitted | 105.7 | 104.8 | Power | 2028-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---|-------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| BURBO BANK EXTENSION INTER-ARRAY CABLE A01-A02*** | Active | 168.8 | 168.0 | Power | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| APOLLO NORTH | Operational | 186.0 | 185.5 | Telecom | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Burbo Bank Export Cable 1 | Operational | 191.7 | 190.9 | Wind Export | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Walney 1 OFTO | Operational | 203.9 | 202.9 | Wind Export | | Pre-2021 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Tier 2 | | | | | | | |
| Forthwind | Consented | 405.9 | 404.9 | Offshore Wind | 2025-2027 | 2028- | The construction, operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Berwick Bank | Consented | 446.4 | 445.4 | Offshore Wind | 2026-2029 | 2030- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Salamander | Consented | 598.4 | 597.4 | Offshore Wind | 2025-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Pentland Floating | Consented | 649.3 | 648.5 | Offshore Wind | 2024-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Holyhead Deep | Consented | 84.0 | 83.1 | Tidal | 2026-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------------------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| West Anglesey Demonstration Zone | Consented | 85.0 | 84.1 | Tidal | 2022-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Fair Head Phase 1 | Planning application submitted | 290.9 | 291.9 | Tidal | 2026-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Raz Blanchard | Consented | 432.3 | 433.0 | Tidal | 2026-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Morlais Orbital O2 | Consented | 717.2 | 718.1 | Tidal | 2025-2026 | 2027- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Celtic Interconnector | Under construction | 151.9 | 151.3 | Power | 2024-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Mona | Consented | 146.7 | 145.7 | Offshore Wind | 2025-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Sheringham Shoal Extension | Consented | 468.5 | 467.7 | Offshore Wind | 2024-2026 | 2027- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|-----------------------|-----------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| East Anglia Two | Consented | 548.4 | 547.8 | Offshore Wind | 2024-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Hornsea Project Three | Consented | 550.6 | 549.7 | Offshore Wind | 2024-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Norfolk Vanguard West | Consented | 551.6 | 550.9 | Offshore Wind | 2024-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| East Anglia One North | Consented | 556.0 | 555.4 | Offshore Wind | 2024-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Norfolk Boreas | Consented | 581.3 | 580.6 | Offshore Wind | 2028-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Norfolk Vanguard East | Consented | 582.4 | 581.7 | Offshore Wind | 2024-2027 | 2028- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |

Tier 3

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|-------------------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------------|--------------------|---|
| Arklow Bank Wind Park 1 | To be decommissioned | 0.0 | 0.5 | Offshore Wind | 2027 – 2030 decommissioning | | The decommissioning of this project along with the construction of the Proposed Development would support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Gwynt Glas | Concept/Early Planning | 139.8 | 139.1 | Offshore Wind | 2032- | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| North Channel Wind 2 | Pre-planning application | 204.0 | 203.1 | Offshore Wind | 2028-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| North Channel Wind 1 | Pre-planning application | 227.9 | 227.0 | Offshore Wind | 2028-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Machair | Pre-planning application | 326.0 | 325.1 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Morven | Pre-planning application | 514.6 | 513.6 | Offshore Wind | 2028-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Bowdun | Pre-planning application | 528.0 | 527.0 | Offshore Wind | 2028-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Ossian | Planning application submitted | 533.7 | 532.7 | Offshore Wind | 2027-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Bellrock | Pre-planning application | 565.9 | 564.9 | Offshore Wind | 2028-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Flora*** | Concept/Early Planning | 588.1 | 587.1 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Muir Mhòr | Planning application submitted | 597.7 | 596.7 | Offshore Wind | 2028-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Campion | Pre-planning application | 600.9 | 599.9 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Sporad na Mara | Pre-planning application | 605.0 | 604.1 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Caledonia | Planning application submitted | 606.6 | 605.7 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| Cedar | Pre-planning application | 608.7 | 607.7 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Broadshore | Pre-planning application | 632.1 | 631.2 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Aspen | Planning application submitted | 633.6 | 632.7 | Offshore Wind | 2029-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Green Volt | Planning application submitted | 635.0 | 634.0 | Offshore Wind | 2029-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Scaraben | Pre-planning application | 644.7 | 643.8 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Sinclair | Pre-planning application | 646.3 | 645.3 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Talisk | Pre-planning application | 646.7 | 645.8 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|----------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Cenos | Planning application submitted | 649.6 | 648.6 | Offshore Wind | 2028-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Marram | Pre-planning application | 652.4 | 651.4 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Havbredey | Pre-planning application | 653.3 | 652.4 | Offshore Wind | 2029-2032 | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Stromar | Pre-planning application | 653.9 | 652.9 | Offshore Wind | 2029-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| West of Orkney | Pre-planning application | 659.0 | 658.1 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Buchan | Pre-planning application | 661.1 | 660.1 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Culzean | Pre-planning application | 686.6 | 685.6 | Offshore Wind | 2029-2032 | 2033- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|---------------------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Ayre | Pre-planning application | 690.5 | 689.5 | Offshore Wind | 2029-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Harbour Energy South | Pre-planning application | 711.9 | 710.9 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Beech | Pre-planning application | 721.0 | 720.0 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Arven | Pre-planning application | 868.3 | 867.3 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Stoura | Pre-planning application | 906.2 | 905.3 | Offshore Wind | | | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Isle of Man (Moor Vannin) | Planning application submitted | 179.2 | 178.2 | Offshore wind | 2028-2031 | 2032-2034 | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--------------------------|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|--|
| Llyr 1 | Planning application submitted | 148.0 | 147.3 | Offshore Wind | 2027-2029 | 2030- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Llyr 2 | Pre-planning application | 151.9 | 151.2 | Offshore Wind | 2027-2029 | 2030- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Morecambe | Planning application submitted | 174.2 | 173.3 | Offshore Wind | 2027-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Outer Dowsing | Planning application submitted | 465.5 | 464.7 | Offshore Wind | 2027-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Dogger Bank South (West) | Planning application submitted | 504.9 | 504.0 | Offshore Wind | 2027-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Dogger Bank South (East) | Planning application submitted | 530.3 | 529.4 | Offshore Wind | 2027-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| North Falls | Planning application submitted | 536.8 | 536.3 | Offshore Wind | 2027-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |

| Project/Plan | Status | Distance from Array Area (km) | Distance from Cable Corridor and Working Area (km) | Description of Project/Plan | Dates of construction | Dates of operation | Justification for screening in |
|--|--------------------------------|-------------------------------|--|-----------------------------|-----------------------|--------------------|---|
| | | | | | | | Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Five Estuaries | Planning application submitted | 553.3 | 552.8 | Offshore Wind | 2027-2030 | 2031- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Mares Connect | Proposed | 37.5 | 36.6 | Power | 2026-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| Erebus/Valorou's Potential Cable Route | Proposed | 123.7 | 123.0 | Power | 2026-2028 | 2029- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| LirC | Proposed | 204.6 | 203.7 | Power | 2026-2029 | 2030- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |
| IceLink (Interco Iceland-UK) | Proposed | 629.6 | 628.7 | Power | 2031-2033 | 2034- | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Atlantic Super Connection | Proposed | 635.9 | 635.0 | Power | 2031-2034 | Post 2034 | The operational and maintenance phase and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. |
| Quad 204 FPSO (Power from Shore) | Proposed | 836.1 | 835.2 | Power | 2028-2031 | 2032- | The construction, operational and maintenance phase, and decommissioning of this project along with that of the Proposed Development would be to support the development of the local supply chain, resulting in larger beneficial impacts in the long-term. Potential temporal overlap with the Proposed Development construction and O&M phases may also lead to competition for labour, decreasing the potential impact of the Proposed Development in the study areas. |

21.12.1.5 Table 21.104 presents the potential impacts, development phase, and the list of projects / plans with which the two Project Design Options have been cumulatively assessed.

21.12.1.6 The Developer submitted a Foreshore Licence Application for Site Surveys (associated with the Proposed Development) to the Minister for Housing, Local Government and Heritage in April 2023 (FS007555) and this application is pending determination. The Developer confirms and commits that they will not conduct any activities the subject of the Foreshore Licence Application for Site Surveys (should a licence be granted) at the same time as any development is being carried out under this permission (if granted). As such there is no temporal overlap between the activities proposed in the Foreshore Licence Application and the Proposed Development. For this reason, FS007555 is not included within the cumulative assessment of this EIAR.

Table 21.104: Cumulative assessment impacts, phases, scenarios, and projects to be considered cumulatively

| Potential cumulative impact | Phase | | | Cumulative impact scenario | Justification |
|-----------------------------|-------|---|---|--|---|
| | C | O | D | | |
| Increase in GVA | ✓ | ✓ | ✓ | Project parameters associated with Project Design Option 1 or 2 plus all projects included in Table 21.103 | <p>Maximum economic impacts would result from the construction and operation of projects scoped in, leading to increased investment in the sector.</p> <p>Combined expenditure and employment supported by the construction of offshore and onshore elements of the listed projects.</p> <p>Multiple construction projects have the potential to lead to the attraction of investment and to strengthen local supply chains, with implications on the level of GVA supported by each project.</p> <p>Multiple construction projects occurring at the same time will result in competition for labour within the Local Area and Ireland. This may lead to lower GVA impacts directly associated with the Proposed Development as more transient workers would be required.</p> |
| Increase in Employment | ✓ | ✓ | ✓ | Project parameters associated with Project Design Option 1 or 2 plus all projects included in Table 21.103 | <p>Maximum economic impacts would result from the construction and operation of projects scoped in, leading to increased investment in the sector.</p> <p>Combined expenditure and employment supported by the construction of offshore and onshore elements of the listed projects.</p> <p>Multiple construction projects have the potential to lead to the attraction of investment and to strengthen local supply chains, with implications on the level of employment supported by each project.</p> <p>Multiple construction projects occurring at the same time will result in competition for labour within the Local Area and Ireland. This may lead to lower employment impacts directly associated with the Proposed Development as more transient workers would be required.</p> |

| Potential cumulative impact | Phase | | | Cumulative impact scenario | Justification |
|--|-------|---|---|--|---|
| | C | O | D | | |
| Tourism Sector Impacts | ✓ | ✓ | ✓ | Project parameters associated with Project Design Option 1 or 2 plus all projects included in Table 21.103 | <p>The Proposed Development, in combination with other cumulative projects proximate to ABWP2, have a cumulative environmental effect which has an impact on the key tourism assets in the Local Area.</p> <p>Multiple developments have the potential to have cumulative environmental impacts which may have an effect on tourism or recreation assets.</p> |
| Tourism and Recreation Assets Impacts | ✓ | ✓ | ✓ | Project parameters associated with Project Design Option 1 or 2 plus all projects included in Table 21.103 | <p>The Proposed Development, in combination with other cumulative projects proximate to ABWP2, have a cumulative environmental effect which has an impact on the key tourism assets in the Local Area.</p> <p>Multiple developments have the potential to have cumulative environmental impacts which may have an effect on tourism or recreation assets.</p> |
| Residential Amenities and Community Facilities Impacts | ✓ | ✓ | ✓ | Project parameters associated with Project Design Option 1 or 2 plus all projects included in Table 21.103 | <p>Cumulative employment supported by the listed projects has an impact of greater magnitude on the residential amenities and community facilities in the Local Area.</p> |

21.13 Cumulative impact assessment

21.13.1.1 A description of the significance of cumulative effects upon the economies of the Local area and Ireland, the tourism assets and the tourism economy of the Local Area, and residential amenities and community facilities within the Local Area arising from each identified impact is given below.

21.13.1.2 Due to the lack of publicly available data, it is not possible to quantify the potential magnitude of the cumulative impacts. Therefore, these effects are discussed qualitatively.

21.13.2 Project Design Option 1 and 2 - Impact 1 – Increase in GVA

SENSITIVITY OF THE RECEPTOR

21.13.2.1 The sensitivity of the economies of the Local Area and Ireland is discussed in Section 21.10.1.6. The sensitivity of the economy of the Local Area is Medium and the sensitivity of the economy of Ireland is Low.

Construction phase

TIER 1

MAGNITUDE OF IMPACT

21.13.2.2 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.3 The cumulative effect of the developments outlined in Table 21.103 will be a significant driver of demand for services and goods to support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. Wind Energy Ireland (2020) estimates that that the potential investment associated with the aim of 3.1 GW of offshore wind in Ireland would represent a total lifetime investment of €15.9 billion, with the potential to add another €8.4 billion of commercial opportunity for the Irish Supply Chain as the country's ability to support the sector increases. Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland.

21.13.2.4 The cumulative impact of Tier 1 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.2.5 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.6 The cumulative effect of the developments outlined in Table 21.103 will be a significant driver of demand for services and goods to support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. Wind Energy Ireland (WEI) (2020) estimates that that the potential investment associated with the aim of 3.1GW of offshore wind in Ireland would represent a total lifetime investment of €15.9 billion, with the potential to add another €8.4 billion of commercial opportunity for the Irish Supply Chain as the country's ability to support the sector increases. Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland.

21.13.2.7 The cumulative impact of Tier 1 and Tier 2 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.2.8 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.9 The cumulative effect of the developments outlined in Table 21.103 will be a significant driver of demand for services and goods to support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. Wind Energy Ireland (WEI) (2020) estimates that that the potential investment associated with the aim of 3.1GW of offshore wind in Ireland would represent a total lifetime investment of €15.9 billion, with the potential to add another €8.4 billion of commercial opportunity for the Irish Supply Chain as the country's ability to support the sector increases. Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland.

21.13.2.10 The cumulative impact of Tier 1, Tier 2 and Tier 3 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be **High** and **Positive** in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.2.11 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on GVA generated by the construction of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2, and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.105: Construction: Significance of Cumulative GVA Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

Operational and maintenance phase

TIER 1

MAGNITUDE OF IMPACT

21.13.2.12 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.13 As with the cumulative impact on GVA of the construction phase, the cumulative effect of the developments outlined in Table 21.90 will also create significant demand for services and goods to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.2.14 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those associated with the Proposed Development alone.

21.13.2.15 The cumulative impact of Tier 1 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with Tier 1 projects outlined in Table 21.90, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.2.16 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.17 As with the cumulative impact on GVA of the construction phase, the cumulative effect of the developments outlined in Table 21.90 will also create significant demand for services and goods to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.2.18 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is

therefore to enable the supply chain to generate beneficial impacts which are greater than those associated with the Proposed Development alone.

21.13.2.19 The cumulative impact of Tier 1 and Tier 2 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with Tier 1 and Tier 2 projects outlined in Table 21.90, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.2.20 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.21 As with the cumulative impact on GVA of the construction phase, the cumulative effect of the developments outlined in Table 21.90 will also create significant demand for services and goods to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.2.22 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those associated with the Proposed Development alone.

21.13.2.23 The cumulative impact of Tier 1, Tier 2 and Tier 3 developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone. Therefore, when assessed cumulatively with Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.90, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.2.24 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on GVA generated by the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.106: Operational and Maintenance: Significance of GVA Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

Decommissioning phase

TIER 1

MAGNITUDE OF IMPACT

21.13.2.25 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.26 The cumulative effect of the Tier 1 developments outlined in Table 21.103 will also create significant demand for services and goods associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable the supporting activities required by the sector.

21.13.2.27 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone.

21.13.2.28 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.2.29 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.30 The cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will also create significant demand for services and goods associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable the supporting activities required by the sector.

21.13.2.31 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone.

21.13.2.32 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be **High** and **Positive** in the long-term in both the Local Area and Ireland.

TIER 1, TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.2.33 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in GVA. The magnitude of the impact is

considered to be Negligible for both project design options as the potential increase in GVA is equivalent to less than 1.5% of the current GVA of these economies.

21.13.2.34 The cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will also create significant demand for services and goods associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable the supporting activities required by the sector.

21.13.2.35 Without the cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those of the Proposed Development alone.

21.13.2.36 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.2.37 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on GVA generated by the decommissioning phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.107: Decommissioning: Significance of GVA Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

21.13.3 Project Design Option 1 and 2 - Impact 2 – Increase in Employment

SENSITIVITY OF THE RECEPTOR

21.13.3.1 The sensitivity of the economies of the Local Area and Ireland is discussed in Section 21.10.2.6. The sensitivity of the economy of the Local Area is Medium and the sensitivity of the economy of Ireland is Low.

Construction phase

TIER 1

MAGNITUDE OF IMPACT

21.13.3.2 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.3 As with the potential increase in GVA, the cumulative effect of the Tier 1 developments outlined in Table 21.103 will be a significant driver of demand for workers to support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for workers associated with port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. As estimated by WEI, this will allow the Ireland to maximise the benefits of the rollout of offshore wind as the national supply chain develops, leading to a lower reliance on transient workers.

21.13.3.4 Without the cumulative impact of Tier 1 developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.5 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.3.6 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.7 As with the potential increase in GVA, the cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will be a significant driver of demand for workers to support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for workers associated with port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. As estimated by WEI, this will allow the Ireland to maximise the benefits of the rollout of offshore wind as the national supply chain develops, leading to a lower reliance on transient workers.

21.13.3.8 Without the cumulative impact of Tier 1 and Tier 2 developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.9 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be **High and Positive** in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.3.10 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.11 As with the potential increase in GVA, the cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will be a significant driver of demand for workers to

support the offshore wind energy sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This would include demand for workers associated with port services, vessels, manufacturing facilities and skills. This demand will drive the investment required in the sector, in port facilities, manufacturing facilities and skills development. As estimated by WEI, this will allow the Ireland to maximise the benefits of the rollout of offshore wind as the national supply chain develops, leading to a lower reliance on transient workers.

21.13.3.12 Without the cumulative impact of Tier 1, Tier 2 and Tier 3 developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.13 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.3.14 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on employment generated by the construction of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2, and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.108 Construction: Significance of Cumulative Employment Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

Operational and maintenance phase

TIER 1

MAGNITUDE OF IMPACT

21.13.3.15 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.16 As with the cumulative impact on employment of the construction phase, the cumulative effect of the Tier 1 developments outlined in Table 21.103 will also create significant demand for workers to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.3.17 Without the Tier 1 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments

is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.18 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.3.19 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.20 As with the cumulative impact on employment of the construction phase, the cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will also create significant demand for workers to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.3.21 Without the Tier 1 and Tier 2 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.22 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.3.23 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.24 As with the cumulative impact on employment of the construction phase, the cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will also create significant demand for workers to support the operational phases of the offshore wind sector, with the potential to create demand for supporting activities in both the Local Area and Ireland as a whole. This demand will drive the investment required in the sector.

21.13.3.25 Without the Tier 1, Tier 2 and Tier 3 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.26 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.3.27 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on employment generated by the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.109: Operational and Maintenance: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

Decommissioning phase

TIER 1

MAGNITUDE OF IMPACT

21.13.3.28 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.29 The cumulative effect of the Tier 1 developments outlined in in Table 21.103 will also create significant demand for workers associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable for supporting activities required by the sector.

21.13.3.30 Without the Tier 1 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.31 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.3.32 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.33 The cumulative effect of the Tier 1 and Tier 2 developments outlined in in Table 21.103 will also create significant demand for workers associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable for supporting activities required by the sector.

21.13.3.34 Without the Tier 1 and Tier 2 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.35 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.3.36 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due to an increase in employment. The magnitude of the impact is considered to be Negligible for both project design options as the potential increase in employment is equivalent to less than 0.5% of the current GVA of these economies.

21.13.3.37 The cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in in Table 21.103 will also create significant demand for workers associated with the decommissioning phase of offshore wind developments. This demand has the potential to drive investment in the sector in both the Local Area and Ireland in order to enable for supporting activities required by the sector.

21.13.3.38 Without the Tier 1, Tier 2 and Tier 3 cumulative developments, there would be reduced chance of supply chain development in the Local Area and Ireland. The cumulative impact of these developments is therefore to enable the supply chain to generate beneficial impacts which are greater than those generated by the Proposed Development alone.

21.13.3.39 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be High and Positive in the long-term in both the Local Area and Ireland.

SIGNIFICANCE OF EFFECT

21.13.3.40 Overall, the cumulative magnitude of the impact is deemed **High** and **Positive** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium** and the sensitivity of the economy of Ireland was deemed to be **Low**. The significance of the effect on employment generated by the decommissioning of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Significant (Positive)** in the Local Area and **Moderate (Positive)** in Ireland.

Table 21.110: Decommissioning: Significance of Employment Impact

| | Local Area | Ireland |
|-------------------------|-------------------------------|----------------------------|
| Sensitivity of Receptor | Medium | Low |
| Magnitude of Impact | High (Positive) | High (Positive) |
| Significance | Significant (Positive) | Moderate (Positive) |

21.13.4 Project Design Option 1 and 2 - Impact 3 – Tourism Economy Impact

SENSITIVITY OF THE RECEPTOR

21.13.4.1 The sensitivity of the tourism economy of the Local Area is discussed in Section 21.10.3.5. The sensitivity of the tourism economy of the Local Area is Medium.

Construction phase

TIER 1

MAGNITUDE OF IMPACT

21.13.4.2 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector's share of typical economic growth per capita.

21.13.4.3 No significant environmental impacts have been identified during the construction phase that could impact the performance of the tourism economy. Volume III, Appendix 21.2: Supplementary Socio-economic Analysis (RFI March 2026), Appendix to Volume II Chapter 21: Population and Human Health (Revised March 2026) includes analysis of tourism trends in other areas with multiple offshore wind farms in proximity and found no detrimental effects. The OGI and the OMF of ABWP2 have the potential to support marine tourism in the area, as the construction of this infrastructure includes a proposed Sustainability Centre and upgrades to the pontoon at Arklow Port, which would benefit the Royal National Lifeboat Institution, making marine tourism safer for visitors.

21.13.4.4 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.4.5 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector's share of typical economic growth per capita.

21.13.4.6 No significant environmental impacts have been identified during the construction phase that could impact the performance of the tourism economy. The OGI and the OMF of ABWP2 have the potential to support marine tourism in the area, as the construction of this infrastructure includes a proposed Sustainability Centre and upgrades to the pontoon at Arklow Port, which would benefit the Royal National Lifeboat Institution, making marine tourism safer for visitors.

21.13.4.7 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.4.8 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered

to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.9 No significant environmental impacts have been identified during the construction phase that could impact the performance of the tourism economy. The OGI and the OMF of ABWP2 have the potential to support marine tourism in the area, as the construction of this infrastructure includes a proposed Sustainability Centre and upgrades to the pontoon at Arklow Port, which would benefit the Royal National Lifeboat Institution, making marine tourism safer for visitors.

21.13.4.10 Therefore, when assessed cumulatively with the Tier 1, Tier 2, and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.4.11 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium**. The significance of the effect on the tourism economy of the Local Area as a result of the construction of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Not Significant**.

Table 21.111: Construction: Significance of Tourism Economy Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

Operational and maintenance phase

TIER 1

MAGNITUDE OF IMPACT

21.13.4.12 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.13 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.4.14 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.15 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.4.16 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.17 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.4.18 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium**. The significance of the effect on the tourism economy of the Local Area as a result of the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2, and Tier 3 projects is expected to be **Not Significant**.

Table 21.112: Operational and Maintenance: Significance of Tourism Economy Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

Decommissioning phase

TIER 1

MAGNITUDE OF IMPACT

21.13.4.19 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.20 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.4.21 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.22 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.4.23 The Proposed Development alone was predicted to have a Not Significant impact based on both project design options due changes in tourism activity. The magnitude of the impact is considered to be Negligible for both project design options as the potential change within the sector was assessed as being less than a quarter of the sector’s share of typical economic growth per capita.

21.13.4.24 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.4.25 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the economy of the Local Area was deemed to be **Medium**. The significance of the effect on the tourism economy of the Local Area as a result of the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Not Significant**.

Table 21.113: Decommissioning: Significance of Tourism Economy Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Medium |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

21.13.5 Project Design Option 1 and 2 - Impact 4 – Tourism and Recreation Asset Impacts

SENSITIVITY OF THE RECEPTOR

21.13.5.1 The sensitivity of the tourism and recreation assets are discussed in paragraphs 21.10.4.3 - 21.10.2.6. The sensitivity of the tourism and recreation assets are outlined in Table 21.114.

Table 21.114: Tourism and Recreation Assets Sensitivities

| Tourism Asset | Sensitivity |
|---|-------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible |
| The JFK Memorial Park and Arboretum | Negligible |
| Hook Lighthouse | Low |
| Wells House & Gardens | Negligible |
| Irish National Heritage Park | Negligible |
| Kia Ora Mini Farm | Negligible |
| Tintern Abbey | Negligible |
| Colclough Walled Garden | Negligible |
| Dunbrody Famine Ship | Negligible |
| Kilmokea Gardens | Negligible |
| Kennedy Homestead | Negligible |
| Ferns Castle | Negligible |
| Enniscorthy Castle | Negligible |
| Powerscourt Estate, Gardens & Waterfall | Negligible |
| Glendalough Monument & Site | Negligible |
| Russborough House & Parklands | Negligible |
| Kilmacurragh Gardens | Negligible |
| Killruddery House & Gardens | Negligible |
| National Sealife Centre | Negligible |
| Wicklow's Historic Gaol | Negligible |
| Powerscourt Distillery | Negligible |
| Wicklow Head Lighthouse | Low |

| Tourism Asset | Sensitivity |
|-----------------------------------|-------------|
| Blainroe Golf Club | Low |
| Sorrento Park | Low |
| Brittas Bay Beach | Low |
| Clogga Beach | Low |
| Newcastle Beach | Low |
| Ballymoney Beach | Low |
| Courtown Harbour Beach | Low |
| Curracloe Beach | Low |
| Beyond the Trees, Avondale | Negligible |
| Mount Usher Gardens | Negligible |
| Dunbrody Abbey and Visitor Centre | Negligible |
| Wexford Lavender Farm | Negligible |
| Blackwater Open Farm | Negligible |
| Duncannon Forst Visitor Centre | Negligible |

21.13.5.2As with the potential impact of the Proposed Development alone on tourism and recreation assets, the assessment is informed by potential significant impacts identified in other chapters. Where no significant effects have been identified, this is indicated in Table 21.115 with an X. Where a potential significant effect has been identified, this is indicated with a ✓.

Table 21.115: Significant Effects Identified on Tourism and Recreation Assets

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|---|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Johnstown Castle Estate, Museum & Gardens | X | X | X | X | X |
| The JFK Memorial Park and Arboretum | X | X | X | X | X |
| Hook Lighthouse | X | X | X | X | X |
| Wells House & Gardens | X | X | X | X | X |
| Irish National Heritage Park | X | X | X | X | X |

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|---|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Kia Ora Mini Farm | X | X | X | X | X |
| Tintern Abbey | X | X | X | X | X |
| Colclough Walled Garden | X | X | X | X | X |
| Dunbrody Famine Ship | X | X | X | X | X |
| Kilmokea Gardens | X | X | X | X | X |
| Kennedy Homestead | X | X | X | X | X |
| Ferns Castle | X | X | X | X | X |
| Enniscorthy Castle | X | X | X | X | X |
| Powerscourt Estate, Gardens & Waterfall | X | X | X | X | X |
| Glendalough Monument & Site | X | X | X | X | X |
| Russborough House & Parklands | X | X | X | X | X |
| Kilmacurragh Gardens | X | X | X | X | X |
| Killruddery House & Gardens | X | X | X | X | X |
| National Sealife Centre | X | X | X | X | X |
| Wicklow's Historic Gaol | X | X | X | X | X |
| Powerscourt Distillery | X | X | X | X | X |
| Wicklow Head Lighthouse | X | X | ✓ | X | ✓ |
| Blainroe Golf Club | X | X | ✓ | X | X |
| Sorrento Park | X | X | X | X | X |
| Brittas Bay Beach | X | X | ✓ | X | X |
| Clogga Beach | X | X | ✓ | X | X |
| Newcastle Beach | X | X | ✓ | X | X |
| Ballymoney Beach | X | X | ✓ | X | X |
| Courtown Harbour Beach | X | X | ✓ | X | ✓ |
| Curraclloe Beach | X | X | X | X | X |

| | Airborne Noise | Shipping and Navigation | SLVIA | Infrastructure and Other Users | Cultural Heritage Visual Impact |
|-----------------------------------|----------------|-------------------------|-------|--------------------------------|---------------------------------|
| Beyond the Trees, Avondale | X | X | X | X | X |
| Mount Usher Gardens | X | X | X | X | X |
| Dunbrody Abbey and Visitor Centre | X | X | X | X | X |
| Wexford Lavender Farm | X | X | X | X | X |
| Blackwater Open Farm | X | X | X | X | X |
| Duncannon Forst Visitor Centre | X | X | X | X | X |

Construction phase

TIER 1

MAGNITUDE OF IMPACT

21.13.5.3 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.4 No significant environmental impacts have been identified during the construction phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.5.5 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.6 No significant environmental impacts have been identified during the construction phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.5.7 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the

impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.8 No significant environmental impacts have been identified during the construction phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.5.9 Based on the assessment of both magnitude and sensitivity, the significance of effect on the tourism assets of the Local Area as a result of the construction of Project Design Option 1 and Project Design Option 2 has been assessed cumulatively with Tier 1, Tier 2 and Tier 3 projects in Table 21.116 below.

Table 21.116: Construction: Significance of Cumulative Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|--------------------------------|-------------------------|---------------------|----------------------|
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

Operational and maintenance phase

TIER 1

MAGNITUDE OF IMPACT

21.13.5.10 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.11 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.5.12 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.13 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 +TIER 3

MAGNITUDE OF IMPACT

21.13.5.14 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.15 No significant environmental impacts have been identified during the operational and maintenance phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.5.16 Based on the assessment of both magnitude and sensitivity, the significance of effect on the tourism assets of the Local Area as a result of the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 has been assessed cumulatively with Tier 1, Tier 2 and Tier 3 projects in Table 21.117 below.

Table 21.117: Operational and Maintenance: Significance of Cumulative Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

Decommissioning phase

TIER 1

MAGNITUDE OF IMPACT

21.13.5.17 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of

the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.18 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.5.19 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.20 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.5.21 The Proposed Development alone was predicted to have a Not Significant impact on the identified tourism and recreation assets based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the potential change in the behaviour of visitors and users for all assets was assessed as being undetectable.

21.13.5.22 No significant environmental impacts have been identified during the decommissioning phase that could impact the performance of tourism and recreation assets. Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.5.23 Based on the assessment of both magnitude and sensitivity, the significance of effect on the tourism assets of the Local Area as a result of the decommissioning of Project Design Option 1 and Project Design Option 2 has been assessed cumulatively with Tier 1, Tier 2 and Tier 3 projects in Table 21.117 below.

Table 21.118: Decommissioning: Significance of Cumulative Tourism and Recreation Asset Impacts

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|----------------------|
| Johnstown Castle Estate, Museum & Gardens | Negligible | Negligible | Imperceptible |
| The JFK Memorial Park and Arboretum | Negligible | Negligible | Imperceptible |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|---|-------------------------|---------------------|------------------------|
| Hook Lighthouse | Low | Negligible | Not Significant |
| Wells House & Gardens | Negligible | Negligible | Imperceptible |
| Irish National Heritage Park | Negligible | Negligible | Imperceptible |
| Kia Ora Mini Farm | Negligible | Negligible | Imperceptible |
| Tintern Abbey | Negligible | Negligible | Imperceptible |
| Colclough Walled Garden | Negligible | Negligible | Imperceptible |
| Dunbrody Famine Ship | Negligible | Negligible | Imperceptible |
| Kilmokea Gardens | Negligible | Negligible | Imperceptible |
| Kennedy Homestead | Negligible | Negligible | Imperceptible |
| Ferns Castle | Negligible | Negligible | Imperceptible |
| Enniscorthy Castle | Negligible | Negligible | Imperceptible |
| Powerscourt Estate, Gardens & Waterfall | Negligible | Negligible | Imperceptible |
| Glendalough Monument & Site | Negligible | Negligible | Imperceptible |
| Russborough House & Parklands | Negligible | Negligible | Imperceptible |
| Kilmacurragh Gardens | Negligible | Negligible | Imperceptible |
| Killruddery House & Gardens | Negligible | Negligible | Imperceptible |
| National Sealife Centre | Negligible | Negligible | Imperceptible |
| Wicklow's Historic Gaol | Negligible | Negligible | Imperceptible |
| Powerscourt Distillery | Negligible | Negligible | Imperceptible |
| Wicklow Head Lighthouse | Low | Negligible | Not Significant |
| Blainroe Golf Club | Low | Negligible | Not Significant |

| | Sensitivity of Receptor | Magnitude of Impact | Significance |
|-----------------------------------|-------------------------|---------------------|------------------------|
| Sorrento Park | Low | Negligible | Not Significant |
| Brittas Bay Beach | Low | Negligible | Not Significant |
| Clogga Beach | Low | Negligible | Not Significant |
| Newcastle Beach | Low | Negligible | Not Significant |
| Ballymoney Beach | Low | Negligible | Not Significant |
| Courtown Harbour Beach | Low | Negligible | Not Significant |
| Curracloe Beach | Low | Negligible | Not Significant |
| Beyond the Trees, Avondale | Negligible | Negligible | Imperceptible |
| Mount Usher Gardens | Negligible | Negligible | Imperceptible |
| Dunbrody Abbey and Visitor Centre | Negligible | Negligible | Imperceptible |
| Wexford Lavender Farm | Negligible | Negligible | Imperceptible |
| Blackwater Open Farm | Negligible | Negligible | Imperceptible |
| Duncannon Forst Visitor Centre | Negligible | Negligible | Imperceptible |

21.13.6 Project Design Option 1 and 2 - Impact 5 – Residential Amenities and Community Asset Impacts

SENSITIVITY OF THE RECEPTOR

21.13.6.1 The sensitivity of the tourism and recreation assets are discussed in paragraphs 21.10.5.2 - 21.10.2.6. The sensitivity of the residential amenities and community facilities in the Local Area has been assessed as Low.

Construction phase

TIER 1

MAGNITUDE OF IMPACT

21.13.6.2 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area

and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.3 The cumulative effect of the Tier 1 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.4 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and **Positive**.

21.13.6.5 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 2.9% of expected normal population growth.

21.13.6.6 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.6.7 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.8 The cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.9 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.

21.13.6.10 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 2.9% of expected normal population growth.

21.13.6.11 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

- 21.13.6.12 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.
- 21.13.6.13 The cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.
- 21.13.6.14 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.
- 21.13.6.15 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 2.9% of expected normal population growth.
- 21.13.6.16 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.6.17 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the residential amenities and community facilities in the Local Area was deemed to be **Low**. The significance of the effect on effect on the residential amenities and community facilities of the Local Area as a result of the construction of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Not Significant**.

Table 21.119: Construction: Significance of Residential Amenities and Community Facilities Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

Operational and maintenance phase

TIER 1

MAGNITUDE OF IMPACT

21.13.6.18 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.19 The cumulative effect of the Tier 1 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.20 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.

21.13.6.21 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 4.7% of expected normal population growth.

21.13.6.22 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.6.23 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.24 The cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.25 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services.

Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.

21.13.6.26 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 4.7% of expected normal population growth.

21.13.6.27 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

21.13.6.28 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.29 The cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.30 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.

21.13.6.31 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 4.7% of expected normal population growth.

21.13.6.32 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.6.33 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the residential amenities and community facilities in the Local Area was deemed to be **Low**. The significance of the effect on effect on the residential amenities and community facilities of the Local Area as a result of the operational and maintenance phase of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Not Significant**.

Table 21.120: Operational and maintenance phase: Significance of Residential Amenities and Community Facilities Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

Decommissioning phase

TIER 1

MAGNITUDE OF IMPACT

21.13.6.34 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

21.13.6.35 The cumulative effect of the Tier 1 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.

21.13.6.36 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.

21.13.6.37 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 0.7% of expected normal population growth.

21.13.6.38 Therefore, when assessed cumulatively with the Tier 1 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2

MAGNITUDE OF IMPACT

21.13.6.39 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate

for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.

- 21.13.6.40 The cumulative effect of the Tier 1 and Tier 2 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.
- 21.13.6.41 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.
- 21.13.6.42 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 0.7% of expected normal population growth.
- 21.13.6.43 Therefore, when assessed cumulatively with the Tier 1 and Tier 2 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

TIER 1 + TIER 2 + TIER 3

MAGNITUDE OF IMPACT

- 21.13.6.44 The Proposed Development alone was predicted to have a Not Significant impact on residential amenities and community facilities based on both project design options. The magnitude of the impacts are considered to be Negligible for both project design options as the change in residual population was equivalent to less than 25% of the average annual growth rate for the study area and the Proposed Development would not result in any potential closures, severances or diversions around an asset.
- 21.13.6.45 The cumulative effect of the Tier 1, Tier 2 and Tier 3 developments outlined in Table 21.103 will be a significant level of demand for services and goods to support the offshore wind energy sector. The cumulative employment impacts would also generate cumulative demand for residential amenities and community assets.
- 21.13.6.46 Social and community assets respond to the long term needs of the communities that they serve. The cumulative employment would create long term opportunities for residents to move to, or stay in the area. This would justify investment in assets to meet the demands of these residents. These opportunities would also help to counteract working age depopulation pressures which are projected to effect the area and would contribute to the sustainability of these services. Therefore, the cumulative residential amenities and community asset impacts are likely to be Low and Positive.
- 21.13.6.47 In the short term, there is the potential that the cumulative effect of employment results in a greater share of the workforce in the Local Area being new to the area as developments compete for workers. As discussed in Section 21.9, assuming that 100% of peak employees would need to be new to the area, this would account for 0.7% of expected normal population growth.
- 21.13.6.48 Therefore, when assessed cumulatively with the Tier 1, Tier 2 and Tier 3 projects outlined in Table 21.103, the impact of the magnitude is considered to be Negligible.

SIGNIFICANCE OF EFFECT

21.13.6.49 Overall, the cumulative magnitude of the impact is deemed **Negligible** for both project design options. The sensitivity of the residential amenities and community facilities in the Local Area was deemed to be **Low**. The significance of the effect on effect on the residential amenities and community facilities of the Local Area as a result of the decommissioning of Project Design Option 1 and Project Design Option 2 cumulatively with Tier 1, Tier 2 and Tier 3 projects is expected to be **Not Significant**.

Table 21.121: Decommissioning: Significance of Residential Amenities and Community Facilities Impact

| | Local Area |
|-------------------------|------------------------|
| Sensitivity of Receptor | Low |
| Magnitude of Impact | Negligible |
| Significance | Not Significant |

21.14 Transboundary effects

21.14.1.1A screening of transboundary impacts has been carried out and has identified that there was no potential for significant transboundary effects with regard to Population and Human Health from the Proposed Development upon the interests of other states.

21.15 Summary of effects

21.15.1.1 The assessment of Population, Human Health, Socio-Economics and Tourism concludes that the Proposed Development will have Positive and Not Significant effects on the economies of the Local Area and Ireland during construction.

21.15.1.2 Identified impacts on the economies of the Local Area and Ireland during the O&M and decommissioning phases has been assessed as Positive and Not Significant.

21.15.1.3 The assessment has identified no significant impacts on the tourism economy.

21.15.1.4 The assessment has identified no significant impacts on tourism assets.

21.15.1.5 The assessment has identified no significant impacts on residential amenities and community facilities.

Table 21.122: Summary of potential environmental impacts, mitigation and monitoring for Project Design Option 1

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|---|-------|---|---|---|---|-------------------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| 1. Economic Activity in the Local Area (GVA) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 2. Economic Activity in the Local Area (Employment) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|--|-------|---|---|---|---|----------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | be found in Table 21.30 | | | | | | |
| 3. Economic Activity in Ireland (GVA) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 4. Economic Activity in Ireland (Employment) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|---|-------|---|---|---|---|--|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | Full details of factored-in measures can be found in Table 21.30 | | | | | | |
| 5. Tourism Economy Impact in the Local Area | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 6. Tourism Asset Impacts in the Local Area | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and | C: Negligible O: Negligible D: Negligible | C: Negligible/Low O: Negligible/Low | C: Not Significant/Imperceptible O: Not Significant/Imperceptible D: Not Significant/Imperceptible | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|---|-------|---|---|--|--|------------------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | construction phase. Full details of factored-in measures can be found in Table 21.30 | | D: Negligible/Low | | | | |
| 7. Residential Amenities and Community Facilities | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30. | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

Table 21.123: Summary of potential environmental impacts, mitigation and monitoring for Project Design Option 2

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|---|-------|---|---|---|---|-------------------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| 8. Economic Activity in the Local Area (GVA) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 9. Economic Activity in the Local Area (Employment) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|---|-------|---|---|---|---|----------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | be found in Table 21.30 | | | | | | |
| 10. Economic Activity in Ireland (GVA) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 11. Economic Activity in Ireland (Employment) | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|--|-------|---|---|---|---|--|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | Full details of factored-in measures can be found in Table 21.30 | | | | | | |
| 12. Tourism Economy Impact in the Local Area | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30 | C: Negligible O: Negligible D: Negligible | C: Medium O: Medium D: Medium | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |
| 13. Tourism Asset Impacts in the Local Area | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and | C: Negligible O: Negligible D: Negligible | C: Negligible/Low O: Negligible/Low | C: Not Significant/Imperceptible O: Not Significant/Imperceptible D: Not Significant/Imperceptible | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

| Description of impact | Phase | | | Factored-in measures | Magnitude of impact | Sensitivity of Receptors | Significance of effect | Additional measures | Residual effect | Proposed monitoring |
|--|-------|---|---|--|--|------------------------------------|--|---------------------|--|---------------------|
| | C | O | D | | | | | | | |
| | | | | construction phase. Full details of factored-in measures can be found in Table 21.30 | | D: Negligible/Low | | | | |
| 14. Residential Amenities and Community Facilities | ✓ | ✓ | ✓ | Appointment of a Community Engagement Manager during the pre-construction and construction phase. Full details of factored-in measures can be found in Table 21.30. | C: Negligible O: Negligible D: Negligible | C: Low O: Low D: Low | C: Not Significant O: Not Significant D: Not Significant | None | C: Not Significant O: Not Significant D: Not Significant | N/A |

21.16 References

Aitchison, C., (2004), 'Fullabrook Windfarm proposal, North Devon - evidence gathering of the impact of windfarms on visitor numbers and tourist experience.' Bristol: University of the West of England/Devon Wind Power.

Ata Teneler, A., & Hassoy, H. (2023), 'Health effects of wind turbines: a review of the literature between 2010-2020.' *International Journal of Environmental Health Research*, 33, 143-157. <https://pubmed.ncbi.nlm.nih.gov/34856842/> [Accessed February 2026].

BiGGAR Economics (2021), 'Windfarms & Tourism Trends in Scotland: Evidence from 44 Windfarms', <https://biggareconomics.co.uk/wp-content/uploads/2021/11/BiGGAR-Economics-Wind-Farms-and-Tourism-2021.pdf> [Accessed April 2023].

BiGGAR Economics (2020), 'East Anglia ONE North and East Anglia TWO Offshore Windfarms: Tourism Impact Review', https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002667-ExAWQ1A13D1V1EA1NEA2Applicants%E2%84%A2ResponsestoWQ1Appendix13TourismImpactReview_378285_1.pdf [Accessed April 2023].

BiGGAR Economics (2025), 'Arklow Bank Wind Park 2 Appendix to Volume II Chapter 21: Population and Human Health (Revised March 2026)'

Bergin, A. and Egan, P. (2024), 'Population projections, the flow of new households and structural housing demand.' Research Series No. 190. Dublin: Economic and Social Research Institute (ESRI). <https://www.esri.ie/system/files/publications/RS190.pdf> [Accessed: February 2026].

CSO (2014), 'Supply and Use and Input-Output Tables for Ireland 2011', <https://www.cso.ie/en/releasesandpublications/ep/p-sauio/supplyanduseandinput-outputtablesforireland2011/> [Accessed March 2023].

CSO (2017), 'Education and Skills and the Irish Language', <https://data.cso.ie/> [Accessed March 2023].

CSO (2022), 'Statistics of Port Traffic'. <https://data.cso.ie/> [Accessed March 2023].

CSO (2023), 'Annual Business Survey of Economic Impact, Indicators'. <https://data.cso.ie/> [Accessed March 2023].

CSO (2023), 'Population', <https://data.cso.ie/> [Accessed January 2026].

CSO (2023), 'Population Aged 15 Years and Older in the Labour Force', <https://data.cso.ie/> [Accessed February 2026].

CSO (2025), 'Gross Value Added, Taxes and Subsidies'.. <https://data.cso.ie/> [Accessed January 2026].

CSO (2025), 'Business Demography', <https://data.cso.ie/> [Accessed January 2026].

CSO (2026), 'Estimates of Household Income, 2024', <https://data.cso.ie/> [Accessed February 2026].

Crichton, F., & Petrie, K. J. (2015), 'Health complaints and wind turbines: The efficacy of explaining the nocebo response to reduce symptom reporting. *Environmental Research*, 140, 449-455.' <https://pubmed.ncbi.nlm.nih.gov/25981871/> [Accessed February 2026].

Cronin, Y., Cummins, V., & Wolsztynski, E. (2021), 'Public perception of offshore windfarms in Ireland.' *Marine Policy*, 134, 104814. <https://www.sciencedirect.com/science/article/pii/S0308597X21004255> [Accessed February 2026].

DCCAIE (2018), 'Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects', <https://assets.gov.ie/static/documents/guidance-on-eis-and-nis-preparation-for-offshore-renewable-energy-projects.pdf> [Accessed January 2026].

Deely, J., Hynes, S., Cawley, M. (2024). A Survey of Marine and Coastal Recreational Tourism Providers, SEMRU Publication, University of Galway. <https://www.universityofgalway.ie/media/researchsites/semru/files/A-Survey-of-Marine-and-Coastal-Recreational-Tourism-Providers-Final-Report.pdf> [Accessed February 2026].

Department of Housing, Local Government and Heritage (2018), 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' <https://www.gov.ie/en/publication/53aee9-guidelines-for-planning-authorities-and-an-bord-pleanala-on-carrying/> [Accessed February 2024].

Department of Public Expenditure and Reform (2012), 'Public Spending Code A Guide to Economic Appraisal: Carrying Out a Cost Benefit Analysis', <https://www.gov.ie/en/publication/public-spending-code/> [Accessed May 2023].

EPA (2003), 'Advice Notes on Current Practice in the Preparation of EIS', https://www.epa.ie/publications/monitoring--assessment/assessment/EPA_Advice_Notes-on_Current_Practice-on-prep-EIS_2003.pdf [Accessed February 2024].

EPA (2022), 'Guidelines on the information to be contained in Environmental Impact Assessment', Reports https://www.epa.ie/publications/monitoring--assessment/assessment/EIAR_Guidelines_2022_Web.pdf [Accessed June 2023].

EU Publications (2017), 'Guidance on the Preparation of the Environmental Impact Assessment Report', <https://op.europa.eu/en/publication-detail/-/publication/2b399830-cb4b-11e7-a5d5-01aa75ed71a1> [Accessed February 2024].

Eastern & Midland Regional Assembly (2019), 'Regional Spatial & Economic Strategy 2019-2031', <https://emra.ie/rses/> [Accessed March 2023].

Fáilte Ireland (2008), 'Visitor Attitudes on The Environment – Windfarms', https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3_Research_Insights/4_Visitor_Insights/Visitor-Attitudes-on-the-Environment.pdf?ext=.pdf [Accessed February 2024]

Fáilte Ireland (2012), 'Visitor Attitudes on The Environment', [https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3_Research_Insights/4_Visitor_Insights/WindFarm-VAS-\(FINAL\)-\(2\).pdf?ext=.pdf](https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3_Research_Insights/4_Visitor_Insights/WindFarm-VAS-(FINAL)-(2).pdf?ext=.pdf) [Accessed February 2024]

Fáilte Ireland (2018), 'Report on Visitor Awareness and Perceptions of the Irish Landscape'

Fáilte Ireland (2023), 'Landscape & Tourism.'

Fáilte Ireland (2025), 'Key Tourism Facts 2024', https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/3_Research_Insights/4_Visitor_Insights/KeyTourismFacts_2019.pdf?ext=.pdf
https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/Research/Key%20Tourism%20Facts%20and%20Figures%202024/FI_Key-Tourism-Facts-2024_National-Summary_1.pdf?ext=.pdf [Access January 2026].

Fáilte Ireland (2022), 'Annual Visitor Attractions Survey 2021'. <https://www.failteireland.ie/Research-and-Insights.aspx> [Accessed March 2023].

Fáilte Ireland (2025), 'Annual Visitor Attractions Survey 2024'. <https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/Publications/failte-ireland-report-on-visitor-attractions-2023.pdf?ext=.pdf> [Accessed January 2026].

- Faillte Ireland (2022), 'EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects'.
<https://consult.eirgrid.ie/en/system/files/materials/2656/2740/F%C3%A1ilte%20Ireland%20EIAR%20Guidelines.pdf> [Accessed February 2026].
- Glasgow Caledonian University/Moffat Centre (2008), 'The Economic Impacts of Windfarms on Scottish Tourism', <https://www.gov.scot/publications/economic-impacts-wind-farms-scottish-tourism/> [Accessed April 2023]. IMF (2023), 'World Economic Outlook Database April 2023'.
<https://www.imf.org/en/Publications/WEO/weo-database/2023/April> [Accessed April 2023].
- Hattam, C., Hooper, T., & Papathanasopoulou, E. (2015), 'Understanding the impacts of offshore windfarms on well-being.' The Crown Estate, 77.
<https://tethys.pnnl.gov/sites/default/files/publications/Hattam-et-al-2015.pdf> [Accessed February 2026]
- Irish Government (2020), 'National Energy & Climate Plan 2021-2030', https://climate-laws.org/document/ireland-s-national-energy-and-climate-plan_5703 [Accessed March 2023]
- Irish Government (2020), 'South East Regional Enterprise Plan to 2024', [https://www.gov.ie/en/publication/102ef-south-east-regional-enterprise-plan-to-2024/#:~:text=The%20South%20East%20Regional%20Enterprise,Kilkenny%2C%20Waterford%20and%20Wexford\).](https://www.gov.ie/en/publication/102ef-south-east-regional-enterprise-plan-to-2024/#:~:text=The%20South%20East%20Regional%20Enterprise,Kilkenny%2C%20Waterford%20and%20Wexford).) [Accessed March 2023]
- Irish Government (2025), 'Programme for Government 2025: Securing Ireland's Future'.
<https://assets.gov.ie/static/documents/programme-for-government-securing-irelands-future.pdf> [Accessed January 2026].
- Irish Government (2025), 'Climate Conversations 2024 Report'
https://assets.gov.ie/static/documents/Climate_Conversations_2024_Report.pdf [Accessed January 2026].
- Knopper, L. D., & Ollson, C. A. (2011), 'Health effects and wind turbines: A review of the literature. Environmental health, 10, 78.' <https://link.springer.com/article/10.1186/1476-069X-10-78> [Accessed January 2026].
- Knopper, L. D., Ollson, C. A., McCallum, L. C., Whitfield Aslund, M. L., Berger, R. G., Souweine, K., & McDaniel, M. (2014), 'Wind turbines and human health.' *Frontiers in Public Health*, 2, 63.
<https://pubmed.ncbi.nlm.nih.gov/24995266/> [Accessed January 2026].
- Krekel, C., Rode, J., & Roth, A. (2023), 'Do wind turbines have adverse health impacts? (No. 16505). IZA Discussion Papers.' <https://docs.iza.org/dp16505.pdf> [Accessed January 2026].
- Muñoz, J., & Tormos, R. (2025). 'Mitigating the NIMBY effect on renewable energy: Experimental evidence from survey-based interventions in Catalonia.' *Energy Research & Social Science*, 127, 104277. <https://www.sciencedirect.com/science/article/abs/pii/S2214629625003585> [Accessed February 2026].
- NFO (2003), 'Investigation into the potential impact of windfarms on tourism in Wales', <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020014/EN020014-001080-Mr%20Iwan%20Jones.pdf> [Accessed April 2023].
- Northumbria University (2014), 'Evaluation of the impacts of onshore windfarms on tourism', <https://researchportal.northumbria.ac.uk/en/publications/evaluation-of-the-impacts-of-onshore-wind-farms-on-tourism> [Accessed April 2023]
- OECD (2021), 'STAN Industrial Analysis (2020 ed.)',
<https://www.oecd.org/sti/ind/stanstructuralanalysisdatabase.htm> [Accessed April 2023].

Ogunbode, C.A., Doran, R., Hanss, D., Ojala, M., Salmela-Aro, K., van Den Broek, K.L., Bhullar, N., Aquino, S.D., Marot, T., Schermer, J.A. and Wlodarczyk, A., (2022), 'Climate anxiety, wellbeing and pro-environmental action: correlates of negative emotional responses to climate change in 32 countries.' *Journal of Environmental Psychology*, 84, p.101887.

<https://www.sciencedirect.com/science/article/pii/S0272494422001323> [Accessed February 2026].

Pobal (2022), 'Pobal Deprivation Index'. <https://www.pobal.ie/research-analysis/open-data/> [January 2026].

Regeneris and The Tourism Company (2014), 'Study into the Potential Economic Impact of Windfarms and Associated Grid Infrastructure on the Welsh Tourism Sector', https://gov.wales/sites/default/files/publications/2019-06/potential-economic-impact-of-wind-farms-on-welsh-tourism_0.pdf [Accessed April 2023].

School Days (2023), 'Find Primary Schools in Ireland – Primary Wicklow', [https://www.schooldays.ie/primary-schools-in-ireland/primary-wicklow](https://www schooldays.ie/primary-schools-in-ireland/primary-wicklow) [Accessed November 2023]

School Days (2023), 'Find Primary Schools in Ireland – Primary Wexford', <https://www.schooldays.ie/primary-schools-in-ireland/primary-wexford> [Accessed November 2023]

School Days (2023), 'Secondary School Listings, Wicklow', <https://www.schooldays.ie/secondary-schools-in-ireland/Wicklow> [Accessed November 2023]

School Days (2023), 'Secondary School Listings, Wexford', <https://www.schooldays.ie/secondary-schools-in-ireland/Wexford> [Accessed November 2023]

Scottish Government (2022), 'Offshore windfarm developments – public perceptions: survey', <https://www.gov.scot/binaries/content/documents/govscot/publications/research-and-analysis/2022/06/public-perceptions-offshore-wind-farm-developments-scotland/documents/public-perceptions-offshore-wind-farm-developments-scotland/public-perceptions-offshore-wind-farm-developments-scotland/govscot%3Adocument/public-perceptions-offshore-wind-farm-developments-scotland.pdf> [Accessed February 2026]

SEAI (2017), 'Guidance on EIS and NIS Preparation for Offshore Renewable Energy Projects', <https://www.gov.ie/en/publication/3d6efb-guidance-documents-for-offshore-renewable-energy-developers/> [Accessed April 2023]

SSE Renewables (2025), 'Volume II, Chapter 8: Airborne Noise (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-7-marine-water-and-sediment-quality.pdf> [Accessed February 2026]

SSE Renewables (2025), 'Volume II, Chapter 14: Commercial Fisheries and Aquaculture (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-14-commercial-fisheries-and-aquaculture.pdf> [Accessed February 2026]

SSE Renewables (2025), 'Volume II, Chapter 15: Shipping and Navigation (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-15-shipping-and-navigation.pdf> [Accessed February 2026]

SSE Renewables (2025), 'Volume II, Chapter 17: Seascape, Landscape and Visual Impact Assessment (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-17-slvia.pdf> [Accessed February 2026]

SSE Renewables (2025), 'Volume II, Chapter 19: Infrastructure and Other Users (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-19-infrastructure-and-other-users.pdf> [Accessed February 2026]

- SSE Renewables (2025), 'Volume II, Chapter 21 Population and Human Health', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-21-population-and-human-health.pdf> [Accessed February 2026]
- SSE Renewables (2025), 'Volume II, Chapter 22: Major Accidents and Natural Disasters (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-chapter-22-major-accidents-and-natural-disasters.pdf> [Accessed February 2026]
- SSE Renewables (2025), 'Volume III, Appendix 18.2: Cultural Heritage Visual Impact Assessment Report (Revised March 2026)', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-appendix-18.2-cultural-heritage-visual-impact-assessment-report.pdf> [Accessed February 2026]
- SSE Renewables (2025), 'Volume III, Appendix 21.1: Socio Economic Impact Report', <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-appendix-18.2-cultural-heritage-visual-impact-assessment-report.pdf> [Accessed February 2026]
- <https://www.arklowbank2offshoreplanning.ie/downloads/eiar/abwp2-appendix-21.1-socio-economic-impact-report.pdf>
- The Health Foundation (2021), 'Unemployment and mental health', <https://www.health.org.uk/publications/long-reads/unemployment-and-mental-health#:~:text=Good%20mental%20health%20is%20a,anxiety%20and%20lower%20self%2Desteem.> [Accessed November 2023]
- TripAdvisor (2023), 'Boat Tours & Water Sports in County Wicklow', https://www.tripadvisor.co.uk/Attractions-g186644-Activities-c55-County_Wicklow.html [Accessed March 2023]
- TripAdvisor (2023), 'Boat Tours & Water Sports in County Wexford', https://www.tripadvisor.com/Attractions-g186640-Activities-c55-County_Wexford.html [Accessed March 2023].
- The Irish Road Trip (2023), '15 Activities in Wexford to Try In 2023 (Outdoor, Water Sports + Family Activities)', <https://www.theirishroadtrip.com/outdoor-activities-in-wexford/> [Accessed March 2023].
- Van Kamp, I., & Van Den Berg, F. (2021), 'Health effects related to wind turbine sound: An update.' International Journal of Environmental Research and Public Health, 18, 9133. <https://pmc.ncbi.nlm.nih.gov/articles/PMC8430592/> [Accessed February 2026]
- Wexford County Council (2019), 'County Wexford Tourism Strategy', <https://www.wexfordcoco.ie/sites/default/files/content/Business/Tourism%20Strategy%202019%20to%202023.pdf> [Accessed February 2024]
- 'Wind Energy Ireland (2020), 'Harnessing Our Potential: Investment and Job in Ireland's Offshore Wind Industry', <https://windenergyireland.com/images/files/final-harnessing-our-potential-report-may-2020.pdf> [Accessed November 2023]
- WEI (2024), 'Wind Energy Attitudes Monitor 2024', <https://windenergyireland.com/images/files/wind-energy-ireland-2024-report-key-slides-website.pdf> [Accessed February 2026]
- Wicklow County Tourism (2018), 'Wicklow Tourism Strategy and Marketing Plan', <https://www.wicklowuplands.ie/wp-content/uploads/2019/11/Co-Wicklow-Tourism-Strategy-and-Marketing-Plan-2018-2023.pdf> [Accessed November 2023]