

codling wind park

Environmental Impact Assessment Report (EIAR) Addendum

Part 2

(Chapters 14 to 34 of the EIAR)

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Abbreviations

Abbreviation	Term in full
ABWP 1	Arklow Bank Wind Park 1
ADD	Acoustic Deterrent Device
AEZ	Archaeological Exclusion Zone
AIS	Automatic Identification System
AONB	Area of Outstanding Natural Beauty
CCRA	Climate Change Risk Assessment
CEA	Cumulative Effects Assessment
CEMP	Construction Environmental Management Plan
COLREGs	International Regulations for Preventing Collisions at Sea
CWP	Codling Wind Part
DCC	Dublin City Council
DLRCC	Dún Laoghaire-Rathdown County Council
DoD	Department of Defence
DoT	Department of Transport
DPC	Dublin Port Company
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMF	Electromagnetic Field
ERCoP	Emergency Response Cooperation Plan
EVMP	Ecological Vessel Management Plan
FIR	Further Information Request
FTE	Full time equivalent
GHG	Greenhouse gas
GHGA	Greenhouse gas assessment
GVA	Gross value-add
HAT	Highest Astronomical Tide
HDD	Horizontal directional drilling
HWM	High-Water Mark
IAA	Irish Aviation Authority
IAC	Inter-Array Cable

Abbreviation	Term in full
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
ICs	Interconnector Cables
IPPEMP	In Principle Project Environmental Monitoring Plan
IRCG	Irish Coast Guard
JNAPC	Joint Nautical Archaeology Policy Committee
JUV	Jack up vessel
kV	Kilovolts
LAT	Lowest astronomical tide
LMP	Lighting and Marking Plan
LoD	Limit of Deviation
LVIA	Landscape and Visual Impact Assessment
MAC	Maritime Area Consent
MAMP	Marine Archaeological Management Plan
MAP	Maritime Area Planning
MARPOL	International Convention for the Prevention of Pollution from Ships
MGN	Marine Guidance Note
MMMP	Marine Mammal Mitigation Protocol
MMO	Marine Mammal Observer
MSL	Mean sea level
MSO	Marine Survey Office
NIS	Natura Impact Statement
NMS	National Monuments Service
NPWS	National Parks and Wildlife Service
NRA	Navigational Risk Assessment
NSP	Navigational Safety Plan
O&M	Operation and Maintenance
OC	Organic carbon
OECC	Offshore Export Cable Corridor
OREI	Offshore Renewable Energy Installations
ORESS	Offshore Renewable Electricity Support Scheme
OSS	Offshore Substation
OTI	Onshore Transmission Infrastructure

Abbreviation	Term in full
OWFs	Offshore Wind Farms
PAD	Protocol for Archaeological Discoveries
PAM	Passive Acoustic Monitoring
PBR	Potential Bat Roost
PT	Permanent Threshold Shift
RLB	Redline boundary
RoI	Republic of Ireland
RSPB	Royal Society for the Protection of Birds
SAC	Special Areas of Conservation
SAMS	Scottish Association for Marine Science
SAR	Search and rescue
SLVIA	Seascape, Landscape and Visual Impact Assessment
SOLAS	International Convention for the Safety of Life at Sea
SPA	Special Protection Area
SPA	Special Protection Area
SSC	Suspended sediment concentrations
tCO_2e	Tonnes of carbon dioxide equivalent
TJB	Transition joint bays
TRSA	Tourism and Recreation Study Area
UAU	Underwater Archaeology Unit
UXO	Unexploded Ordnance
WEI	Wind Energy Ireland
WMP	Waste Management Plan
WTG	Wind Turbine Generator
WWD	World Wildlife Fund

PREFACE

3. On Friday 6th September 2024 Codling Wind Park Ltd. (referred to hereafter as the 'Applicant') applied for planning permission to An Bord Pleanála (now An Coimisiún Pleanála (and referred to hereafter as the Commission)) under Section 291 of the Planning and Development Act 2000, as amended, for the construction, operation and decommissioning of the CWP Project. On 1st August 2025, having reviewed the application documentation, including the EIAR, the Commission issued a Further Information Request (FIR) in relation to the CWP Project.
4. The Environmental Impact Assessment Report (EIAR) Addendum has been developed in response to the FIR from the Commission. This document forms **Part 2** of the EIAR Addendum.
5. The topic addendums provided in this document should now be read in conjunction with original topic chapters provided in the EIAR revision and which were included with the CWP Project planning application in September 2024
6. Not all topic chapters have been amended as a result of the FIR. Where no amendments are made to a topic chapter, this is clearly stated in the EIAR Addendum under the relevant chapter number.
7. The EIAR Addendum is laid out as follows:

    - Part 1 contains the following topics:

        - Chapter 1 Introduction;
        - Chapter 2 Policy and Legislative Context;
        - Chapter 3 Site Selection and Consideration of Alternatives;
        - Chapter 4 Project Description;
        - Chapter 5 Environmental Impact Assessment Methodology;
        - Chapter 6 Marine Geology, Sediments and Coastal Processes;
        - Chapter 7 Marine Water Quality;
        - Chapter 8 Subtidal and Intertidal Ecology;
        - Chapter 9 Fish, Shellfish and Turtle Ecology;
        - Chapter 10 Ornithology;
        - Chapter 11 Marine Mammals;
        - Chapter 12 Commercial Fisheries; and
        - Chapter 13 Offshore Bats.

    - Part 2 (**this document**) contains the following topics:

        - Chapter 14 Marine Archaeology and Cultural Heritage;
        - Chapter 15 Seascape, Landscape and Visual Impact;
        - Chapter 16 Shipping and Navigation;
        - Chapter 17 Aviation, Military and Radar;
        - Chapter 18 Material Assets – Marine Infrastructure;
        - Chapter 19 Land, Soils and Geology;
        - Chapter 20 Hydrology and Hydrogeology;
        - Chapter 21 Onshore Biodiversity;
        - Chapter 22 Onshore Archaeological, Architectural and Cultural Heritage;
        - Chapter 23 Landscape and Visual Impact Assessment (LVIA);
        - Chapter 24 Noise and Vibration;
        - Chapter 25 Air Quality;
        - Chapter 26 Material Assets Built Services;

- Chapter 27 Traffic and Transport;
- Chapter 28 Climate;
- Chapter 29 Population;
- Chapter 30 Human Health;
- Chapter 31 Waste and Resource Management;
- Chapter 32 Risk of Major Accidents and Disasters;
- Chapter 33 Summary of Mitigation and Monitoring; and
- Chapter 34 Summary of Residual Effects.

14 MARINE ARCHAEOLOGY AND CULTURAL HERITAGE

14.1 Introduction

Section 14.1 remains unchanged.

14.2 Consultation

Section 14.2 is unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

14.3 Legislation, policy and guidance

Section 14.3 remains unchanged.

14.4 Impact assessment methodology

Section 14.4 remains unchanged.

14.5 Assumptions and limitations

Section 14.5 remains unchanged.

14.6 Existing environment

Section 14.6 remains unchanged. The data and information provided in Section 14.6 of the EIAR **Volume 3**, **Chapter 14 Marine Archaeology and Cultural Heritage**, and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

14.7 Scope of the assessment

Section 14.7 remains unchanged.

14.8 Assessment parameters

Section 14.8 remains unchanged.

14.9 Primary mitigation measures

Section 14.9 remains unchanged except for Table 14-A which replaces Table 14-12. The change in Table 14-A is associated with the draft Marine Archaeology Management Plan (**MAMP**). This update has been made in response to FIR Item 13a and 13b (see **FIR Response Document**).

Table 14-A Primary mitigation measures

Project element	Description
Construction and operational activities	A Construction Environmental Management Plan (CEMP) has been prepared to provide a management framework and to ensure that appropriate controls are in place to manage environmental risks associated with the construction of the CWP Project. It outlines environmental procedures that require consideration throughout the construction process, in accordance with legislative requirements and industry best practice. In summary, the CEMP includes details of: • The Environmental Management Framework for the CWP Project including environmental roles and responsibilities (i.e., ecological clerk of works) and contractor requirements (i.e., method statements for specific construction activities); • Mitigation measures and commitments made within the EIAR, Natura Impact Statement (NIS) and supporting documentation for the CWP Project. • Measures proposed to ensure effective handling of chemicals, oils, and fuels including compliance with the MARPOL convention; • A Marine Pollution Prevention and Contingency Plan to address the procedures to be followed in the event of a marine pollution incident originating from the operations of the CWP Project; • An Emergency Response Plan adhered to in the event of discovering unexploded ordnance; • Offshore biosecurity and invasive species management detailing how the risk of introduction and spread of invasive non-native species will be minimised; and • Offshore waste management and disposal arrangements The CEMP will be implemented by the Applicant and its appointed contractor(s) and will be secured by the conditions of the development permission. It will be a live document which will be updated and submitted to the relevant authority prior to the start of construction.

Project element	Description
Construction and operational activities	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including metocean data (e.g. wind speed and direction), geophysical and geotechnical survey data (e.g. bathymetry), environmental data (e.g. benthic surveys and archaeological assessment) and stakeholder consultation. Designing and optimising the layout of the WTGs has considered multiple constraints identified from analysis of these datasets, alongside the consideration of layout principles taken from relevant guidance on the design of OWFs. A summary of the key actions taken to avoid or otherwise reduce impacts is provided below: • The WTG layout options include Search and Rescue (SAR) access lanes to allow a SAR resource to fly on the same orientation continuously through the array site. This is provided to minimise risks to surface vessels and/or SAR resource transiting through the array site. • Archaeological exclusion zones (AEZs) around known features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational, or decommissioning phases. • The locations of offshore infrastructure been developed to avoid known sensitive ecological habitats, including areas with suitable conditions for *Sabellaria spinulosa* which can form reefs under some circumstances. Whilst reefs were not identified during the characterisation surveys, as an ephemeral feature it will be necessary to validate the results in advance of construction. A pre-construction geophysical survey will therefore be undertaken to facilitate the micrositing around sensitive habitats such as *Sabellaria spinulosa*. • The WTG layout options have been developed to avoid or minimise interaction with known areas of high fishing density, where possible. As avoidance is not always possible, the layouts have also been developed to increase the potential for coexistence. • A paleochannel (the remnants of a river or stream channel that flowed in the past) in the centre west of the array site has been avoided.
Construction	Bedform clearance operations will be undertaken only where necessary, thereby minimising sediment disturbance and alteration to seabed morphology.
Construction and operational activities	In general, the CWP Project has sought to specify the location, scale and extents of permanent and temporary offshore infrastructure; however, in some cases, a degree of locational flexibility is required. Locational flexibility of permanent and temporary infrastructure is described as a limit of deviation (LoD) from a specific point or alignment. LoDs, described in Chapter 4 Project Description, are required to: • Take account of additional ground conditions, data acquired during pre-construction geotechnical surveys, and results from pre-construction offshore UXO surveys. • Avoid and minimise adverse impacts on offshore ephemeral benthic habitats, such as *Sabellaria spinulosa* reefs, identified during pre-construction surveys; and • Take account of the confirmed position of existing subsea infrastructure and archaeological features.

Project element	Description
Construction Operation Decommissioning	**Marine Archaeological Management Plan** The draft Marine Archaeological Management Plan (**MAMP**) has been collated in consultation with the National Monuments Service (NMS) and will be updated and finalised pre-construction following development of the final project design and in consultation with the National Monuments Service (NMS). A Protocol for Archaeological Discoveries (PAD) is included as part of the draft **MAMP** All applicable archaeological mitigation strategies are presented in the **MAMP**, which provides an overarching framework that covers all applicable licences as part of CWP Project. The **MAMP** facilitates the reporting and recording of archaeological discoveries made during the project lifetime, whether recovered during archaeological monitoring of works or reported through a **PAD.** The **MAMP** will ensure compliance with the necessary archaeological licenses and the requirement for a qualified and experienced Project Archaeologist to be engaged for the duration of the project lifetime.
Construction	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including geophysical and geotechnical survey data, used to identify potential archaeological receptors within the offshore development area. Consequently, archaeological exclusion zones (AEZs) around known features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational, or decommissioning phases. Seabed features of likely/potential archaeological interest (i.e. A2 geophysical anomalies) will be avoided by permanent and temporary offshore infrastructure and locational flexibility (Limits of Deviation) wherever possible. Avoidance of these seabed features by micro-siting has informed the current design process (see **Figures 1-16** of the draft Marine Archaeological Management Plan (**MAMP**)). Where this has not been possible, further appraisal is proposed prior to construction. For example, where geophysical surveys may be undertaken in advance of the development, or during a UXO survey, it is recommended that the data will be assessed by a suitably qualified archaeological contractor. This will confirm the presence of ferrous material at the location of features identified during the initial assessment, as well as helping to identify any additional ferrous features of archaeological potential within the offshore development area. Similarly, where ground investigation works impact identified palaeolandscape features of archaeological interest, survey datasets will be geoarchaeologically assessed by a suitably qualified archaeological contractor. Further investigations mean that anomalies can either have their archaeological value removed, if they prove to be of non-anthropogenic nature or modern, or their value as archaeological assets confirmed. If their value is confirmed, appropriate mitigation in the form of either avoidance (which may be enacted by the implementation of an AEZ) or through preservation by record or other applicable measures is recommended.
Decommissioning	A Rehabilitation Schedule is provided as part of the planning application. This has been prepared in accordance with the MAP Act (as amended by the Maritime and

Project element	Description
	Valuation (Amendment) Act 2022) to provide preliminary information on the approaches to decommissioning the offshore and onshore components of the CWP Project. A final Rehabilitation Schedule will require approval from the statutory consultees prior to undertaking decommissioning works. This will reflect discussions held with stakeholders and regulators to determine the exact methodology for decommissioning, taking into account available methods, best practice, and likely environmental effects

14.10 Impact assessment

Section 14.10 remains unchanged except for paragraphs 113 and 139 which are replaced by paragraphs 1 to 5 below. This update has been made in response to the FIR Item 13a (see **FIR Response Document**).

14.10.1 Construction phase

Impact 1: Direct physical disturbance

Section 14.10.1 remains unchanged except for paragraph 113 which is replaced by paragraphs 1 to 3 below. This update has been made in response to the FIR Item 13a (see **FIR Response Document**).

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation

1. The below additional mitigation measures have been presented in the draft **MAMP**.

   - Protocol for Archaeological Discoveries (PAD)

2. In instances where archaeological monitoring is not required, with the agreement of the NMS, a protocol for archaeological discoveries (PAD) will be implemented as best practice to ensure that CWP Project is prepared for unexpected discoveries of archaeological material - including shipwreck

material, aircraft remains, submerged prehistoric material or other archaeological material - and are addressed in a timely and appropriate manner.

3. The PAD also makes provision for the implementation of temporary exclusion zones around areas of possible archaeological interest, for prompt archaeological advice, and, if necessary, for archaeological inspection of important features prior to further activities in the vicinity. The PAD provides a mechanism to comply with the Irish legislation, including notification to the UAU / NMS, and accords with the Code of Practice for Seabed Developers (JNAPC, 2006).

Residual effect

This section remains unchanged.

Impact 2: Indirect physical disturbance

This section remains unchanged.

14.10.2 Operation and maintenance

Impact 1: Direct physical disturbance

Section 14.10.2 remains unchanged except for paragraph 139 which is replaced by paragraphs 4 to 6 below. This update has been made in response to the FIR Item 13a (see **FIR Response Document**).

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation

4. The below additional mitigation measures have been presented in the draft **MAMP**.

- Protocol for Archaeological Discoveries (PAD)

5. In instances where archaeological monitoring is not required, with the agreement of the NMS, a protocol for archaeological discoveries (PAD) will be implemented as best practice to ensure that CWP Project is prepared for unexpected discoveries of archaeological material - including shipwreck

material, aircraft remains, submerged prehistoric material or other archaeological material - and are addressed in a timely and appropriate manner.

6. The PAD also makes provision for the implementation of temporary exclusion zones around areas of possible archaeological interest, for prompt archaeological advice, and, if necessary, for archaeological inspection of important features prior to further activities in the vicinity. The PAD provides a mechanism to comply with the Irish legislation, including notification to the UAU / NMS, and accords with the Code of Practice for Seabed Developers (JNAPC, 2006).

Impact 2: Indirect physical disturbance

This section remains unchanged.

14.10.3 Decommissioning phase

Section 14.10.3 remains unchanged.

14.11 Cumulative Impacts

Section 14.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

14.12 Transboundary Impacts

Section 14.12 remains unchanged.

14.13 Inter-relationships

Section 14.13 remains unchanged.

14.14 Potential monitoring requirements

Section 14.14 remains unchanged except for paragraph 162 which is replaced by paragraph 7 below. This update has been made to reflect the correct document that will spell out how the mitigation strategy for marine archaeology will be implemented. This update has been made in response to the FIR Item 13a and 13b (see **FIR Response Document**).

It is noted by the Applicant that this correction has no material bearing on the conclusions of assessment as presented in the EIAR, **Volume 3**, **Chapter 14 Marine Archaeology and Cultural Heritage**.

7. The assessment of impacts on marine archaeology and cultural heritage as a result of the construction, operation and maintenance and decommissioning phases of the CWP Project are predicted to be not significant in EIA terms. Based on the predicted impacts it is concluded that no specific monitoring is

required; however, in accordance with the draft **MAMP**, surveys undertaken for the project will be subject to archaeological review, the outcomes of which will be reported to the relevant authority.

14.15 Impact assessment summary

Section 14.15 remains unchanged except for paragraph 169 which is replaced by paragraph 8 below. This update has been made in response to the FIR Item 13a (see **FIR Response Document**).

8. With the application of the primary mitigation, consisting of the implementation of AEZs around seabed features of knowns archaeological interest, avoidance of features assigned A2 archaeological discrimination rating, and application of mitigation measures presented in the draft **MAMP**, the significance of the residual effect is predicted to be not significant in EIA terms. Where flexibility in the proposed design exists there is no other scenario which would lead to a more significant effect.

14.16 References

Section 14.16 remains unchanged.

15 SEASCAPE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

15.1 Introduction

Section 15.1 remains unchanged.

15.2 Consultation

Section 15.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

15.3 Legislation, policy, and guidance

Section 15.3 remains unchanged.

15.4 Impact Assessment Methodology

Section 15.4 remains unchanged.

15.5 Assumptions and limitations

Section 15.5 remains unchanged.

15.6 Existing environment

Section 15.6 remains unchanged. The data and information provided in Section 15.6 of the EIAR **Volume 3**, **Chapter 15 Seascape, Landscape and Visual Impact Assessment**, and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

15.7 Scope of the assessment

Section 15.7 remains unchanged.

15.8 Assessment parameters

Section 15.8 remains unchanged.

15.9 Primary mitigation measures

Section 15.9 remains unchanged with the exception of Table 15-21, which is replaced in its entirety with Table 15-A. This update has been made in relation to the Ecological Vessel Management Plan (EVMP) and FIR Item 7u.

Table 15-A Primary mitigation measures

Project Element	Description
Array site	As set out in **Chapter 3 Site Selection and Consideration of Alternatives**, to reduce the potential effects on seascape, landscape / townscape, national designated landscapes and visual receptors, a minimum distance of 5 km from the high-water mark (HWM) was defined for the initial identification of potential array sites. Multiple banks on the east coast of Ireland were identified as being potentially viable array sites; however, it was considered that the Codling Bank demonstrated considerable advantages over the other areas identified. The key advantages in relation to potential impacts on seascape, landscape and visual receptors are listed below: • Firstly, the distance of the array site from the coastline (13–22 km) has the advantage of reducing the magnitude of change to visual impact when viewed from the shoreline when compared to other potential sites areas located closer to the shoreline; and • Secondly, as the Codling Bank is significantly larger than the other banks in the area, it allows the design of the array site to be in a layout extending away from the coastline, rather than confined to a long strip of WTGs running parallel to the coastline.
WTGs	Regarding the potential effects upon seascape, landscape / townscape, national designated landscapes and visual receptors, the Applicant has sought to reduce the number of WTGs as far as possible. This is evident in the proposed reduction in the number of WTGs from up to 140 (at EIA Scoping) to 75 (Option A) or 60 (Option B).
WTGs	Regarding the potential effects upon seascape, landscape / townscape, national designated landscapes and visual receptors, whilst technical, economic and safety requirements take precedence, the Applicant has sought to produce a visually balanced and coherent layout of WTGs when seen from key viewpoints, demonstrating a consistent rhythm and spacing. For both Option A and Option B, a grid layout is proposed with Search and Rescue (SAR) lanes in two lines of orientation. Furthermore, for both options, whilst outliers are present, no outlying WTGs appear significantly detached from the rest of the offshore infrastructure. Variations in WTG spacing arising from optimising output and foundation requirements have introduced a degree of irregularity, creating a more organic appearance that helps to reduce the clustering and stacking of WTGs, albeit from some locations the offshore infrastructure would appear less coherent. It is inevitable, given the effect of perspective, the balance and coherence of the WTGs in views would vary from one viewpoint to another, these differences are considered in the assessment.
OSSs	Regarding the potential effects upon seascape, landscape / townscape, national designated landscapes and visual receptors, the Applicant has sought to reduce the number of OSSs as far as possible.

Project Element	Description
	This is evident in the proposed reduction in the total number of OSSs from up to five (at EIA Scoping) to three (for Option A and B).
OSSs	To ensure compliance with SAR requirements and to reduce the potential effects on seascape, landscape and visual receptors, the Applicant has sought to align the OSSs as closely as possible with the rows of WTGs, with a consistent spacing.
Lighting and marking	The Applicant has sought to reduce the extent of lighting associated with the array to reduce night-time effects. Aviation lighting was initially proposed for all WTGs; however, it was agreed with stakeholders that such lighting would only be introduced on each WTG around the edge of the array site. Lighting associated with WTG numbers would be hooded to reduce light spill. To minimise light pollution further, OSSs would be unlit unless in the case of an emergency.
Ecological Vessel Management Plan	An Ecological Vessel Management Plan (EVMP) has been prepared to determine vessel routing to and from construction sites and ports and to include a code of conduct for vessel operators. The EVMP includes details of: • The types and specifications of vessels for the CWP Project; • How vessels will be monitored and coordinated; • Vessel speeds transiting inside or within 2km of The Murrough SPA from November to March, inclusive; and • The use of defined transit routes to site from key construction and operation ports, where practicable to do so. The EVMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through the conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.
Rehabilitation schedule	A Rehabilitation Schedule is provided as part of the planning application. This has been prepared in accordance with the MAP Act (as amended by the Maritime and Valuation (Amendment) Act 2022) to provide preliminary information on the approaches to decommissioning the offshore and onshore components of the CWP Project. A final Rehabilitation Schedule will require approval from the statutory consultees prior to undertaking decommissioning works. This will reflect discussions held with stakeholders and regulators to determine the exact methodology for decommissioning, taking into account available methods, best practice and likely environmental effects.

15.10 Impact assessment

Section 15.10 remains unchanged.

15.11 Cumulative impacts

Section 15.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

15.12 Transboundary impacts

Section 15.12 remains unchanged.

15.13 Inter-relationships

Section 15.13 remains unchanged.

15.14 Potential monitoring requirements

Section 15.14 remains unchanged.

15.15 Impact assessment summary

15.15.1 Seascape receptors

Section 15.15.1 remains unchanged.

15.15.2 Landscape / townscape character receptors

Section 15.15.2 remains unchanged.

15.15.3 National designated landscape receptors

Section 15.15.3 remains unchanged.

15.15.4 Visual amenity

Section 15.15.4 remains unchanged except for paragraph 651, under Key Routes which is replaced by paragraph 1 below. This update has been made to remove the following sentence "*The professional judgment of the assessors of the SLVIA concluded that the CWP Project could be accommodated in SLVIA terms" as it is not considered relevant in the context of EIA*.'

Visual receptor groups:

This section remains unchanged.

Main (named) settlements:

This section remains unchanged.

Key routes:

1. The SLVIA concluded that significant effects would be experienced on landscape character areas and visual receptors, and such effects were focused directly from points opposite or close to the CWP Project's offshore infrastructure. The level of effects would diminish with proximity and angle of view alongside intervening vegetation, built form and surrounding context, within which views and the aesthetic and perceptual qualities of landscape character would be experienced.

15.16 References

Section 15.16 remains unchanged.

16 SHIPPING AND NAVIGATION

16.1 Introduction

Section 16.1 remains unchanged.

16.2 Consultation

Section 16.2 is unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

16.3 Legislation, policy and guidance

Section 16.3 remains unchanged except for updates to paragraph 15 and 17 below.

16.3.1 Legislation

Section 16.3.1 remains unchanged.

16.3.2 Policy

Section 16.3.2 remains unchanged.

16.3.3 Guidance

Section 16.3.3 remains unchanged except for paragraphs 15 and 17 which are replaced by paragraph 1 and paragraph 2. below. This update has been made in response to FIR Item 2b (see **FIR Response Document**).

1. The IRCG, Irish Lights and the MSO have been consulted with respect to the guidance that should be followed for shipping and navigation risk assessment. It was confirmed that the UK guidance should be applied for the Navigational Risk Assessment (NRA) in the absence of equivalent detailed guidance in Ireland at the time. Equivalent Irish guidance has since been published (DoT, 2025a) which closely resembles MGN 654 (MCA, 2021), and requires that “ORESS 1 projects shall rely on MGN 654”. The MSO confirmed in consultation undertaken as part of the FIR process that the NRA should follow MGN

654 (MCA, 2021). The updates have been applied within **Appendix 16-B Navigational Risk Assessment Addendum.**

2. Guidance from the DoT on SAR and Emergency Response was also released in 2025 (DoT, 2025b) which sets out the associated IRCG's requirements. This document has also been considered and applied including within **Appendix 16-A IRCG Safety Justification** that was submitted to the IRCG.

16.4 Impact assessment methodology

Section 16.4 remains unchanged except for paragraph 23 in Section 16.4.2.

16.4.1 Study area

Section 16.4.1 remains unchanged.

16.4.2 Data and information sources

Site specific surveys

Section 16.4.2 remains unchanged except for paragraph 23. Paragraph 23 is replaced by paragraphs 3 and 4 below. This update has been made in response to FIR Item 1b and 1c (see **FIR Response Document**).

3. To ensure that vessels not required to broadcast via Automatic Identification System (AIS) were captured, the Applicant has undertaken vessel traffic surveys where both AIS and non-AIS vessels were recorded, supplemented with visual observation data where available. The following surveys were undertaken prior to application submission to inform the EIAR:

    - Vessel based survey undertaken by the *LB Jill* between the 30 April and 25 June 2021;
    - Shore based survey based at Wicklow Head Lighthouse between the 25 July and 8 August 2022; and
    - Shore based survey based at Wicklow Head Lighthouse between the 20 February and 6 March 2023.

4. The following surveys have been undertaken post application submission to inform the FIR process and to validate the findings of the previous surveys:

    - Shore based survey based at Wicklow Head Lighthouse between the 18 August and 1 September 2025; and
    - Shore based survey based at Wicklow Head Lighthouse between the 15 January and 29 January 2026.

16.4.3 Desk study

Section 16.4.3 remains unchanged.

16.4.4 Impact assessment

Section 16.4.4 remains unchanged.

16.5 Assumptions and limitations

Section 16.5 remains unchanged.

16.6 Existing environment

Section 16.6 is unchanged except for updates to Section 16.6.3 below. Additional data and information obtained since the submission of the CWP Project planning application validates and supports the existing baseline characterisation presented within the EIAR. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document.**

16.6.1 Navigational features

Section 16.6.1 remains unchanged.

16.6.2 Maritime incidents

Section 16.6.2 remains unchanged.

16.6.3 Vessel traffic movements

Section 16.6.3 remains unchanged except for paragraphs 48, 49, and 55 which are replaced by paragraphs 5, 6 and 7, respectively. This update has been made in response to FIR Item 1b and 1c and to address an error identified in the existing EIAR **Volume 3**, **Chapter 16 Shipping and Navigation**. In paragraph 55 of the existing EIAR **Volume 3**, **Chapter 16** it is incorrectly stated that Wicklow is east of the array site. It is noted by the Applicant that this correction has no material bearing on the conclusions of assessment as presented in EIAR **Volume 3**, **Chapter 16**.

Section 16.6.3 should now also be read in conjunction with the additional text provided in paragraphs 8 to 18 below, including Figure 16-A and Figure 16-B.This update is in response to FIR Item 1c (see **FIR Response Document**).

5. The vessel traffic baseline has been established based on three AIS and Radio Detection and Ranging (Radar) vessel traffic surveys supplemented with a long-term AIS dataset spanning 12 months as set out in Section 16.4.2. The findings have been validated by two further surveys undertaken post submission.

6. **Figure 16.3** presents the vessels recorded during the 2021 vessel-based survey, colour-coded by vessel type. Following this, **Figure 16.4** presents the vessels recorded during the 14-day 2022 shore

based survey, colour-coded by type, with Figure 16.5 then presenting the vessels recorded during the 2023 shore based survey again colour coded by type.

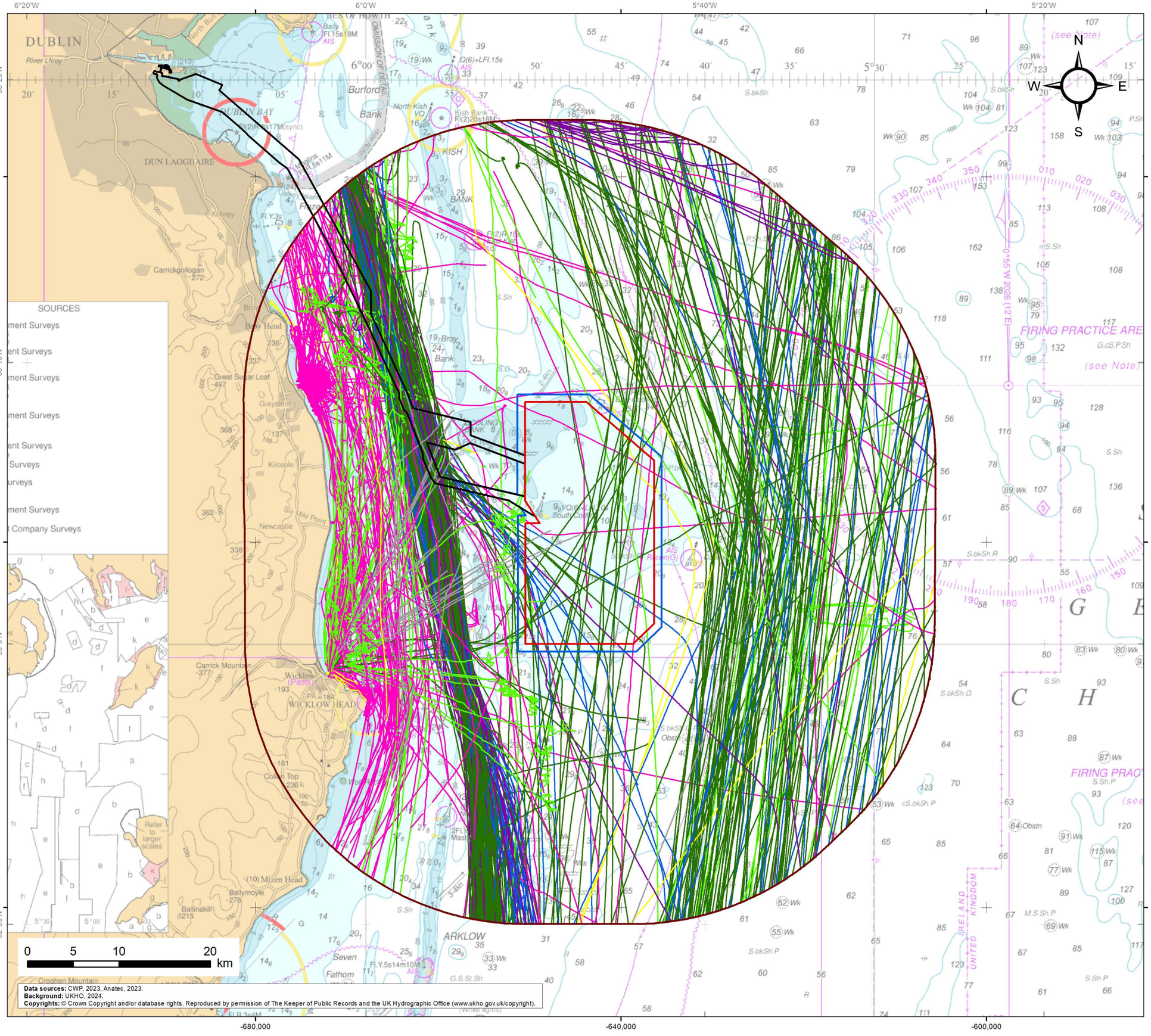
7. Anchored vessels were also recorded, with the majority being cargo and tanker vessels. These were typically situated south of Dublin (to the northwest of the array site) or north of Wicklow (to the west of the array site).

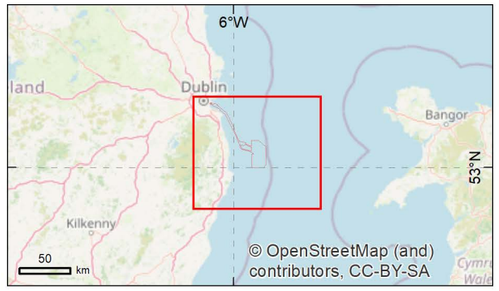
8. **Figure 16-A** presents the vessels recorded during the summer 2025 vessel traffic survey, colour-coded by vessel type.

9. An average of 46 unique vessels per day were recorded within the study area during the summer 2025 survey.

10. Approximately three unique vessels per day were recorded within the array site itself during the summer 2025 survey, which aligns with that recorded across the previous surveys. The most common vessel type to intersect the array site during the summer 2025 survey was cargo vessels at 52%. This aligns with the winter 2023 survey.

11. In terms of overall vessel types, the most common recorded within the study area during the summer 2025 survey were cargo vessels (36%), recreational vessels (30%), and fishing vessels (12%). The predominance of these vessel types aligns with the vessel traffic data recorded during the previous three surveys.





Legend

- Array site
- Study area
- Onshore RLB + OECC RLB
- Planning application boundary

Vessel type

- Unspecified
- Fishing
- Passenger
- Cargo
- Tanker
- Other
- Recreational

codling wind park

Project: Codling Wind Park

Contractor: Anatec Limited
Website: www.anatec.com

anatec

Figure 16-A
Vessel traffic by type (14 days summer 2025)

CWP doc. number: CWP-ANA-CON-09-MAP-2162

Internal descriptive code: POOLB - COnSS - FLOOD.CFRAM

Size: A3
Scale: 1:400,000

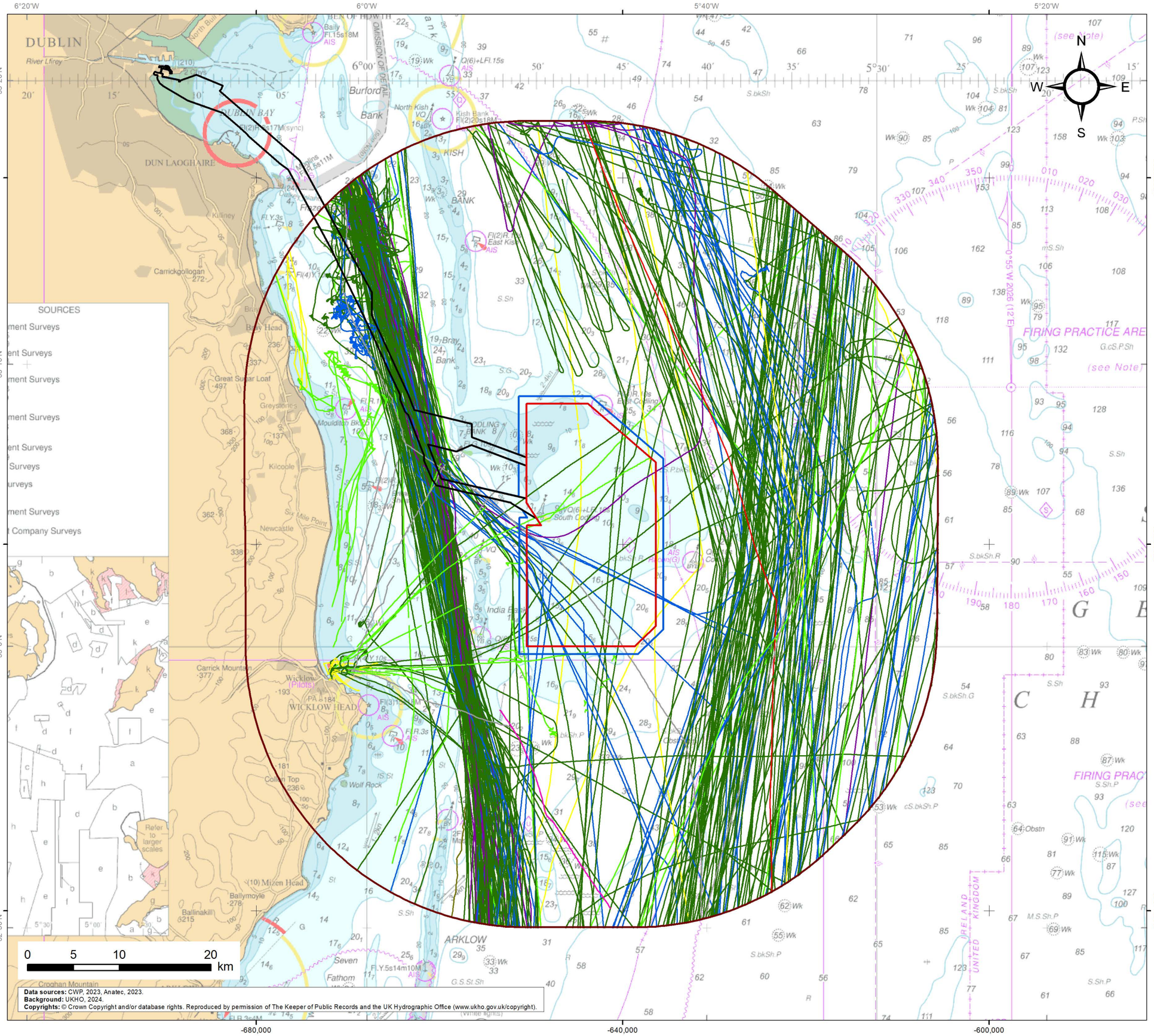
CRS: EPSG 3395

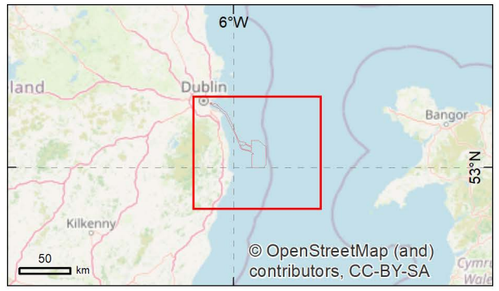
Rev.	Updates	Date	By	Chk'd	App'd
A	First issue	2025/11/18	DS	LA	AF

12. **Figure 16-B** presents the vessels recorded during the winter 2026 vessel traffic survey, colour-coded by vessel type.

13. An average of 26 unique vessels per day was recorded within the study area during the winter 2026 survey, while an average of two unique vessels per day was recorded within the array site itself.

14. The most common vessel types recorded within the study area during the winter 2026 survey were cargo vessels (61%), tankers (16%) and fishing vessels (10%). The most common vessel type to intersect the array site itself during the winter 2026 survey was tankers, accounting for 39% of intersections.





Legend

- Array site
- Study area
- Onshore RLB + OECC RLB
- Planning application boundary

Vessel type

- Unspecified
- Fishing
- Dredger/Underwater Ops
- Tug
- Passenger
- Cargo
- Tanker
- Other
- Recreational

codling wind park	Project: Codling Wind Park	Contractor: Anatec Limited Website: www.anatec.com	anatec

Figure 16-B
Vessel traffic by type (14 days winter 2026)

CWP doc. number: CWP-ANA-CON-09-MAP-2163

Internal descriptive code: POOLB - COnSS - FLOOD.CFRAM | Size: A3 | Scale: 1:400,000 | CRS: EPSG 3395

Rev.	Updates	Date	By	Chk'd	App'd
A	First issue	2026/02/18	DS	JaC	AF

15. Vessel traffic patterns remained broadly unchanged between the surveys due to routeing being mainly dictated by the presence of shallow banks; Kish Bank, Codling Bank, India Bank and Arklow Bank. For example, the main route within the study area is seen to follow a path offshore of Arklow Bank and inshore of the other three sandbanks. Multiple commercial routes can be seen to remain east of the Codling east cardinal buoy, and recreational traffic continued to generally remain inshore of each of these sandbanks.

16. In terms of vessel numbers, the main differences can be attributed to differences in the survey periods chosen which likely resulted in influential differences in weather conditions. The 2025 summer survey took place closer to the end of the summer season compared to the 2022 summer survey; correspondingly, the vessel types most sensitive to weather conditions (recreational and fishing) were the vessel types with the largest differences in terms of counts (recreational vessel counts dropped from 19 per day to 14 per day, and fishing vessel counts dropped from seven to eight per day to five to six per day).

17. Similarly, the 2026 winter survey took place closer to the midpoint of the winter season compared to the 2023 winter survey and a similar decrease in vessel numbers was correspondingly observed; recreational vessel counts dropped from two per day to only a single vessel being recorded during the 2026 survey, while fishing vessel counts dropped from five to six per day to two to three per day.

18. Commercial vessel numbers were comparatively unchanged across the surveys. The main difference was in cargo vessel counts, with an average of 20 to 21 cargo vessels per day recorded during the winter 2023 survey while each of the other three surveys indicated an average count of 16 to 17 per day; however, as per the assessment of long-term AIS data across the entirety of 2021 (as per the NRA) this is within the range of natural fluctuation for cargo vessels within the study area.

16.6.4 Climate change and natural trends

Section 16.6.4 remains unchanged.

16.6.5 Predicted future baseline

Section 16.6.5 remains unchanged.

16.7 Scope of the assessment

Section 16.7 remains unchanged.

16.8 Assessment parameters

Section 16.8 remains unchanged except for an update to Table 16-8 below, which is replaced by Table 16-A below.

16.8.1 General approach

This section remains unchanged.

Options and dimensional flexibility

This section remains unchanged except for Table 16-8, which is replaced by Table 16-A below. This update has been made in response to FIR Item 18a (see **FIR Response Document**).

The value of the minimum depth of cover (export cables) (m) in Table 16-8 for construction impact 5 and operation and maintenance impacts 5, 6, and 7 are replaced in the rows below.

This update has been made to clarify that the minimum depth of cover (export cables) (m) for these impacts is 3.0m within the zone of greater burial depth adjacent to Dún Laoghaire Harbour.

It is noted by the Applicant that these corrections have no material bearing on the conclusions of assessment.

Table 16-A Representative scenario summary

Impact	Representative scenario details	Value	Notes / Assumptions
Construction			
Impact 1: Vessel displacement leading to increased encounters and collision risk	Permanent infrastructure		Vessel displacement will be caused by the presence of surface infrastructure, and therefore the WTGs and OSSs will lead to vessel displacement. During construction, advisory safe passing distances may be used around ongoing works, and a buoyed construction area will be deployed in agreement with Irish Lights. These would not exclude / prohibit entry, but are still likely to lead to vessel displacement based on experience of other constructing wind farms. WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures, meaning internal displacement is more likely than WTG Option B, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	WTG monopile diameter at mudline (m)	9	
	Rotor diameter (m)	250	
	Blade tip clearance above HAT (m)	34.22	
	Buildout of array area	Full	
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
	Installation methods and effects		
	Use of construction buoyage	Number and types to be agreed with Irish Lights.	

Impact	Representative scenario details	Value	Notes / Assumptions
	Advisory safe passing distances	To be used around sensitive operations and / or structures.	
Impact 2: Increased collision risk (third party with project vessel)	Permanent infrastructure		The presence of wind farm vessels associated with the CWP Project will pose a collision risk to third-party vessels. The greater the number of additional vessels, the larger the collision risk. WTG Option A is being used as the Representative Scenario for this impact, given it assumes a greater number of project vessel movements (resultant of the greater number of structures), albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	Number of OSSs	3	
	Installation methods and effects		
	Peak vessels on site simultaneously	38	
	Round trips	2,409	
Impact 3: Vessel to structure allision risk (vessel to structure)	Permanent infrastructure		Allision risk will be created via the introduction of new surface piercing structures installed within the array site. Generally, the greater the number of structures, the greater the allision risk. WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures, meaning frequency of allision risk is higher than WTG Option B, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	WTG monopile diameter at mudline (m)	9	
	Rotor diameter (m)	250	
	Blade tip clearance above HAT (m)	34.22	
	Buildout of array area	Full	

Impact	Representative scenario details	Value	Notes / Assumptions
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
Impact 4: Reduction in emergency response capability	Permanent infrastructure		The presence of structures, project vessels, personnel, and ongoing construction works could lead to an increase in incidents requiring emergency response. The presence of structures may also impact access to or through the area for SAR assets. This requires consideration of structure locations and rotor diameters (due to the impact on SAR helicopters). WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures and vessel movements, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	WTG monopile diameter at mudline (m)	9	
	Rotor diameter (m)	250	
	Blade tip clearance above HAT (m)	34.22	
	Buildout of array area	Full	
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
	Installation methods and effects		
	Peak vessels on site simultaneously	38	

Impact	Representative scenario details	Value	Notes / Assumptions
	Round trips	2,409	
Impact 5: Port access restrictions	Permanent infrastructure		The presence of structures, project vessels, and the export cables in the offshore export cable corridor (OECC) may lead to restrictions in port access. WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures and vessel movements, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	Length of inter-array cabling on the seabed (km)	120–139	
	Length of interconnector cabling on the seabed (km)	7.4–8.6	
	Minimum depth of cover (IACs and ICs) (m)	1	
	Length of inter-array and interconnector cabling requiring cable protection (km)	29.8	
	Height of cable protection berm (IACs and ICs) (m)	1.25	
	Number of OSSs	3	
	Length of OSS topside (m)	45	
	Width of OSS topside (m)	35	
	Number of export cables	3	

Impact	Representative scenario details	Value	Notes / Assumptions
	Total length of 3 no. export cables (km)	126.0–146.0	
	Minimum depth of cover (export cables) (m)	1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour, which will have a minimum depth of cover of 3.0 m)	
	Total length of export cables requiring cable protection (km)	15	
	Height of cable protection berm (m) (export cables)	1.5	
	Installation methods and effects		
	Peak vessels on site simultaneously	38	
	Round trips	2,409	
Operations and maintenance			
Impact 1: Vessel displacement leading to increased	Permanent infrastructure		Vessel displacement will be caused by the presence of surface infrastructure, and therefore the WTGs and OSSs will lead to vessel displacement. There
	Number of WTGs / foundations	75	

Impact	Representative scenario details	Value	Notes / Assumptions
encounters and collision risk	WTG monopile diameter at mudline (m)	9	will be no restrictions on entry into the array site; however, certain vessels are likely to deviate to avoid the structures and therefore there will be displacement.
	Rotor diameter (m)	250	
	Blade tip clearance above HAT (m)	34.22	
	Buildout of array area	Full	WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures, meaning internal displacement is more likely than WTG Option B, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
Impact 2: Increased collision risk (third party with project vessel)	Permanent infrastructure		The presence of wind farm vessels associated with the CWP Project will pose a collision risk to third-party vessels. The greater the number of additional vessels, the larger the collision risk.
	Number of WTGs / foundations	75	
	Number of OSSs	3	
	Vessels		WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures (noting that assumed O&M vessel movements do not change between the two scenarios), albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Peak vessel numbers	14	
	Number of vessel round trips	1,209	

Impact	Representative scenario details	Value	Notes / Assumptions
Impact 3: Vessel to structure allision risk (vessel to structure)	Permanent infrastructure		Allision risk will be created via the introduction of surface piercing structures installed within the array site. Generally, the greater the number of structures, the greater the allision risk. WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures, meaning frequency of allision risk is higher than WTG Option B, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	WTG monopile diameter at mudline (m)	9	
	Rotor diameter (m)	250	
	Blade tip clearance above HAT (m)	34.22	
	Buildout of array area	Full	
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
Impact 4: Reduction in emergency response capability	Permanent infrastructure		The presence of structures, project vessels, personnel and any maintenance works could lead to an increase in incidents requiring emergency response.
	Number of WTGs / foundations	75	
	WTG monopile diameter at mudline (m)	9	
	Rotor diameter (m)	250	

Impact	Representative scenario details	Value	Notes / Assumptions
	Blade tip clearance above HAT (m)	34.22	The presence of structures may also impact access to or through the area for SAR assets. This requires consideration of structure locations and rotor diameters (due to the impact on SAR helicopters). WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures and vessel movements, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Buildout of array area	Full	
	Number of OSSs	3	
	Length of topside (m)	45	
	Width of topside (m)	35	
	Vessels		
	Peak vessel numbers	14	
	Number of vessel round trips	1,209	
Impact 5: Port access restrictions	Permanent infrastructure		The presence of structures, project vessels and the export cables in the OECC may lead to restrictions in port access. WTG Option A is being used as the Representative Scenario for this impact, given it includes a greater number of structures and vessel movements, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	WTG rotor diameter (m)	250	
	Length of inter-array cabling on the seabed (km)	120–139	
	Length of interconnector cabling on the seabed (km)	7.4–8.6	

Impact	Representative scenario details	Value	Notes / Assumptions
	Minimum depth of cover (IACs and ICs) (m)	1	
	Length of inter-array and interconnector cabling requiring cable protection (km)	29.8	
	Height of cable protection berm (IACs and ICs) (m)	1.25	
	Number of OSSs	3	
	Number of export cables	3	
	Total length of 3no. export cables (km)	126.0–146.0	
	Minimum depth of cover (m)	1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour, which will have a minimum depth of cover of 3.0 m)	
	Total length of export cables requiring cable protection (km)	15	
	Height of cable protection berm (offshore export cables) (m)	1.5	

Impact	Representative scenario details	Value	Notes / Assumptions
	Vessels		
	Peak Vessel Numbers	14	
	Number of Vessel Round Trips	1,209	
Impact 6: Reduction in under keel clearance	Permanent infrastructure		The presence of subsea cables (inter-array cables, interconnector cables, and offshore export cables) may lead to a reduction in navigable depth where cable protection is used. WTG Option A is being used as the Representative Scenario for this impact given it includes a greater number of structures and hence a larger total length of subsea cable, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	Length of inter-array cabling on the seabed (km)	120–139	
	Length of interconnector cabling on the seabed (km)	7.4–8.6	
	Minimum depth of cover (m) (IACs and ICs)	1	
	Length of inter-array and interconnector cabling requiring cable protection (km)	29.8	
	Height of cable protection berm (m) (IACs and ICs)	1.25	
	Number of OSSs	3	
	Number of Export Cables	3	
	Total length of 3no. export cables (km)	126.0–146.0	

Impact	Representative scenario details	Value	Notes / Assumptions
	Minimum depth of cover (m) (export cables)	1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour which will have a minimum depth of cover of 3.0 m)	
	Total length of export cables requiring cable protection (km)	15	
	Height of cable protection berm (m) (offshore export cables)	1.5	
Impact 7: Anchor interaction with subsea cables	Permanent infrastructure		The presence of subsea cables (inter-array cables, interconnector cables, and offshore export cables) will create a risk of anchor interaction. The greater the length of cable, the greater the potential interaction risk. WTG Option A is being used as the Representative Scenario for this impact given it includes a greater number of structures and hence a larger total length of subsea cable, albeit neither option results in new or different impacts or impacts of a materially different magnitude.
	Number of WTGs / foundations	75	
	Length of inter-array cabling on the seabed (km)	120–139	
	Length of interconnector cabling on the seabed (km)	7.4–8.6	
	Minimum depth of cover (m) (IACs and ICs)	1	
	Length of inter-array and interconnector cabling requiring cable protection (km)	29.8	

Impact	Representative scenario details	Value	Notes / Assumptions
	Number of OSSs	3	
	Number of export cables	3	
	Total length of 3no. export cables (km)	126.0–146.0	
	Minimum depth of cover (m) (offshore export cables)	1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour which will have a minimum depth of cover of 3.0 m)	
	Total length of export cables requiring cable protection (km)	15	
Decommissioning			

It is recognised that legislation and industry best practice change over time. However, for the purposes of the EIA, at the end of the operational lifetime of the CWP Project, it is assumed that all offshore infrastructure will be removed where practical to do so. In this regard, for the purposes of a representative scenario for decommissioning impacts, the following assumptions have been made:

- The WTGs and OSS topsides will be completely removed.
- Following WTG and OSS topside decommissioning and removal, the monopile foundations will be cut below the seabed level, to a depth that will ensure the remaining foundation is unlikely to become exposed. This is likely to be approximately one metre below seabed, although the exact depth will depend upon the sea-bed conditions and site characteristics at the time of decommissioning.

Impact	Representative scenario details	Value	Notes / Assumptions
	• All cables and associated cable protection in the offshore environment will be wholly removed. It is likely that equipment similar to that which is used to install the cables may be used to reverse the burial process and expose them. Therefore, the area of seabed impacted during the removal of the cables is anticipated to be the same as the area impacted during the installation of the cables. • Generally, decommissioning is anticipated to be a reverse of the construction and installation process for the CWP Project and the assumptions around the number of vessels on site and vessel round trips is therefore the same as described for the construction phase of the offshore components. Given the above it is anticipated that for the purposes of a representative scenario, the parameters will be comparable to those identified for the construction phase, and the same impacts are assessed.		

Limit of Deviation

This section remains unchanged.

16.9 Primary mitigation measures

Section 16.9 remains unchanged except for Table 16-10, which has been replaced by Table 16-B below. This update has been made in relation to the Navigational Safety Plan and FIR Item 2a and 2b.

Table 16-B has also corrects an error identified in the existing EIAR **Volume 3**, **Chapter 16 Shipping and Navigation**. In Table 16-10 of the existing EIAR chapter it is incorrectly stated that offshore export cables will have a minimum depth of cover of 1.4 m and gives no exceptions. The update is in response to FIR Item 18a and below addresses this error. It is noted by the Applicant that this correction has no material bearing on the conclusions of assessment.

Table 16-B Primary mitigation measures

Project Element	Description
Navigational Safety Plan (NSP)	A Navigational Safety Plan (NSP) has been prepared for shipping and navigation purposes, including the safe navigation of fishing vessels. The NSP includes details of: • Advisory safe passing distances around structures and works; • Marine coordination and communication to manage the movements of project vessels; • Marking of all infrastructure associated with the project (including subsea cables) on appropriately scaled Admiralty Charts; • Procedures in relation to Local Notices to Mariners, to be updated and re-issued during construction and prior to planned maintenance works; • Consultation with the relevant harbour authorities; • Compliance of all project vessels with international marine regulations as adopted by the Flag State, notably the COLREGs and International Convention for the Safety of Life at Sea (SOLAS); • Use of a guard vessel(s) as deemed appropriate by risk assessment; and • Confirmation that vessels used in operations will be appropriately licensed and have the requisite Certificates, e.g. Irish Load Line Cert, in place beforehand. The NSP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.
Lighting and Marking Plan	A Lighting and Marking Plan (LMP) has been prepared to capture construction and O&M phase lighting requirements for the offshore infrastructure and demarcation of the offshore development

Project Element	Description
	area, such as construction buoy requirements. The LMP includes details of: • Marking and lighting of the array site in agreement with Irish Lights and in line with IALA G1162 (IALA, 2021a); • Buoyed construction area around the array in agreement with Irish Lights; and • Specific requirements in terms of aviation lighting to be installed on the turbines. The LMP will be prepared in consultation with the IAA, DoD and IRCG. It will take into account DoD's requirement for WTGs to be observable to night vision equipment. The LMP will ensure appropriate lighting is in place to facilitate aeronautical safety. The LMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.
Cable protection	The Applicant will, where practicable, bury all cables within the offshore development area: • IACs and interconnector cables will have a minimum depth of cover of 1.0 m; and • Offshore export cables will have a minimum depth of cover of 1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour, which will have a minimum depth of cover of 3.0 m). Except in the zone of greater burial depth, in cases where burial is inadequate due to unforeseeable seabed conditions, and at cable crossings, cable protection will be implemented as mitigation to avoid risks to other marine operations.
Liaison with SAR resources	An Emergency Response Cooperation Plan (ERCoP) will be in place for the CWP Project. The ERCoP will detail liaison with SAR resources including the IRCG to ensure suitable emergency response plans and procedures are in place. The ERCoP will refer to the marking and lighting of the WTGs and will consider helicopters undertaking SAR operations when rendering assistance to vessels and persons in the vicinity of the offshore development area. This will ensure appropriate lighting is in place to facilitate aeronautical safety during SAR operations.
Minimum blade clearance	All WTGs for both layout options will feature a minimum blade tip clearance of 36 m above Mean Sean Level (MSL) (+37.72m LAT). This is beyond the minimum 22 m clearance above HAT required for safety of navigation and has been set by the Applicant to reduce the potential collision risk for offshore ornithology receptors.
Turbine and layout design	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including metocean data (e.g., wind speed and direction), geophysical and geotechnical survey data (e.g., bathymetry), environmental data (e.g., benthic surveys and archaeological assessment) and stakeholder consultation. Designing

Project Element	Description
	and optimising the layout of the WTGs has considered multiple constraints identified from analysis of these datasets, alongside the consideration of layout principles taken from relevant guidance on the design of OWFs. A summary of the key actions taken to avoid or otherwise reduce impacts is provided below: • The WTG layout options include Search and Rescue (SAR) access lanes to allow a SAR resource to fly on the same orientation continuously through the array site. This is provided to minimise risks to surface vessels and / or SAR resource transiting through the array site. • Archaeological exclusion zones (AEZs) around known features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational or decommissioning phases. • The locations of offshore infrastructure been developed to avoid known sensitive ecological habitats, including areas with suitable conditions for *Sabellaria spinulosa*, which can form reefs under some circumstances. Whilst reefs were not identified during the characterisation surveys, as an ephemeral feature it will be necessary to validate the results in advance of construction. A pre-construction geophysical survey will therefore be undertaken to facilitate the micro-siting around sensitive habitats such as *Sabellaria spinulosa*. • The WTG layout options have been developed to avoid or minimise interaction with known areas of high fishing density, where possible. As avoidance is not always possible, the layouts have also been developed to increase the potential for coexistence. A paleochannel (the remnants of a river or stream channel that flowed in the past) in the centre west of the array site has been avoided.
Construction Environmental Management Plan (CEMP)	A Construction Environmental Management Plan (CEMP) has been prepared to provide a management framework, to ensure appropriate controls are in place to manage environmental risks associated with the construction of the CWP Project. It outlines environmental procedures that require consideration throughout the construction process, in accordance with legislative requirements and industry best practice. In summary, the CEMP includes details of: • the Environmental Management Framework for the CWP Project including environmental roles and responsibilities (i.e., ecological clerk of works) and contractor requirements (i.e., method statements for specific construction activities); • mitigation measures and commitments made within the EIAR, Natura Impact Statement (NIS) and supporting documentation for the CWP Project; • measures proposed to ensure effective handling of chemicals, oils and fuels including compliance with the MARPOL convention; • a Marine Pollution Prevention and Contingency Plan to address the procedures to be followed in the event of a marine pollution incident originating from the operations of the CWP Project;

Project Element	Description
	• Emergency Response Plan adhered to in the event of discovering unexploded ordnance; • Offshore biosecurity and invasive species management detailing how the risk of introduction and spread of invasive non-native species will be minimised; and • Offshore waste management and disposal arrangements. The CEMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.
Rehabilitation Schedule	A Rehabilitation Schedule is provided as part of the planning application. This has been prepared in accordance with the MAP Act (as amended by the Maritime and Valuation (Amendment) Act 2022) to provide preliminary information on the approaches to decommissioning the offshore and onshore components of the CWP Project. A final Rehabilitation Schedule will require approval from the statutory consultees prior to the undertaking of decommissioning works. This will reflect discussions held with stakeholders and regulators to determine the exact methodology for decommissioning, taking into account available methods, best practice and likely environmental effects.
Vessel Traffic Monitoring	In line with MGN 654 (MCA, 2021) and the DoT Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (DoT, 2025), the findings of the NRA will be validated during and post construction via vessel traffic monitoring exercises. Methodologies for the required data collection will be submitted to the MSO pre-construction detailing proposed formats and timings/frequencies relative to the construction phase.

16.10 Impact assessment

Section 16.10 remains unchanged except for updates to paragraphs 83,88,131,151,155,198,209, 219 and 232 below.

16.10.1 Construction phase

Section 16.10.1 remains unchanged except for paragraphs 83, 88 and 131 below.

Impact 1: Vessel displacement leading to increased encounters and collision risk

Commercial vessels

Paragraph 83 is replaced by paragraph 19 below. This update is made in response to FIR Item 2b following consultation with the MSO (see **FIR Response Document**).

19. Details of the CWP Project will be promulgated in advance of and during construction. Structure positions and the buoyed construction area will also be marked on nautical charts. These measures will ensure mariners have maximum awareness of the CWP Project and are therefore able to account for the structures and associated ongoing construction works in their passage planning. This is likely to result in less severe deviations than the worst case assumptions made in the quantitative assessment. The Applicant will also undertake vessel traffic monitoring during construction in liaison with the MSO to confirm that the findings of the NRA remain valid.

Fishing and recreational vessels

Paragraph 88 is replaced by paragraph 20 below. This update is made in response to FIR Item 1b and 1c (see **FIR Response Document**).

20. On this basis there may be an increase in smaller craft in the area inshore of the array site. However, it is unlikely that this will represent a large increase in vessel numbers (during the summer 2025 vessel traffic survey an average of approximately one recreational vessel every two to three days intersected the array site). It was raised during the hazard workshop that vessels will also be required to temporarily deviate to avoid the cable installation works, with particular concern raised in relation to the area inshore of the Kish and Bray Banks where navigable searoom is limited by the shallows. As above, promulgation of information will be undertaken to alert vessels to the ongoing works, and interactions will also be managed by COLREGs, noting that they will likely be localised in nature and short term in duration. Therefore, should an encounter incident occur within the export cable study area, the vessels involved are likely to be able to resume their respective passages with no long-term consequences.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 2: Increased collision risk (third party with project vessel)

This section remains unchanged.

Impact 3: Vessel to structure allision risk (vessel to structure)

This section remains unchanged.

Impact 4: Reduction in emergency response capability

Paragraph 131 is replaced by paragraphs 21 and 22 below. This update is in response to FIR Item 2a and 2b (see **FIR Response Document**).

21. Guidance published by the DoT (DoT, 2025) specifies that phase 1 projects should follow the principles set out in MGN 654 (MCA, 2021), including regard to layout design. In line with this guidance the WTGs in both Layouts A and B are arranged in a broad grid pattern and are spaced allowing for SAR access lanes of at least 500 m in width in two lines of orientation. The OSS have been located within the WTGs in such a way that a single line of orientation is maintained. It is noted that application of LoD to the OSS or nearby WTGs could mean that lanes adjacent to OSS locations drop below 500 m (tip to tip), therefore the Applicant has committed to restricting the LoD to to ensure that a minimum of one full line of orientation including 500m SAR lanes remains post implementation of LoD.

22. In line with IRCG requirements for single line of orientation layouts (DoT, 2025b), **Appendix 16-A IRCG Safety Justification** was submitted to the IRCG for both layout options on the 2nd December 2026. Following review the IRCG confirmed via a letter on the 11th February 2026 that they were content that the relevant requirements of their guidance had been met, subject to implementation of a number of observations made in **Appendix 16-A IRCG Safety Justification**.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 5: Port access restrictions

This section remains unchanged.

16.10.2 Operation and maintenance

Section 16.10.2 remains unchanged except for paragraphs 151, 155, 198, 209, and 219 below.

Impact 1: Vessel displacement leading to increased encounters and collision risk

Commercial vessels

Paragraph 151 is replaced by paragraph 23 below. This update is made in response to FIR Item 2b following consultation with the MSO (see **FIR Response Document**).

23. Details of the CWP Project will be promulgated, including marking on nautical charts and notices to mariners for planned maintenance activities. These measures will ensure mariners have maximum awareness of the CWP Project and are therefore able to account for the structures and associated ongoing maintenance works in their passage planning. This is likely to result in less severe deviations than the worst case assumptions made in the quantitative assessment. The Applicant will also undertake a post construction vessel traffic monitoring exercise during the operation and maintenance phase in liaison with the MSO to confirm that the findings of the NRA remain valid.

Fishing and recreational vessels

Paragraph 155 is replaced by paragraph 24 below. This update is made in response to FIR Item 1b and 1c (see **FIR Response Document**).

24. On this basis there may be an increase in smaller craft in the area inshore of the array site. However, it is unlikely that this will represent a large increase in vessel numbers (during the summer 2025 vessel traffic survey an average of approximately one recreational vessel every two to three days intersected the array site).

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 2: Increased collision risk (third party with project vessel)

This section remains unchanged.

Impact 3: Vessel to structure allision risk (vessel to structure)

This section remains unchanged.

Impact 4: Reduction in emergency response capability

Paragraph 198 is replaced by paragraphs 25 and 26 below. This update is made in response to FIR Item 2a and 2b (see **FIR Response Document**).

25. Guidance published by the DoT (DoT, 2025) specifies that phase 1 projects should follow the principles set out in MGN 654 (MCA, 2021), including in regard to layout design. In line with this guidance the WTGs in both Layouts A and B are arranged in a broad grid pattern and are spaced allowing for SAR access lanes of at least 500 m in width in two lines of orientation. The OSS have been located within the WTGs in such a way that a single line of orientation is maintained. It is noted that application of LoD to the OSS or nearby WTGs could mean that lanes adjacent to OSS locations drop below 500 m (tip to tip), therefore the Applicant has committed to restricting the LoD to to ensure that a minimum of one full line of orientation including 500m SAR lanes remains post implementation of LoD.

26. In line with IRCG requirements for single line of orientation layouts (DoT, 2025b), **Appendix 16-A IRCG Safety Justification** was submitted to the IRCG for both layout options on the 2nd December 2026. Following review the IRCG confirmed via a letter on the 11th February 2026 that they were

content that the relevant requirements of their guidance had been met, subject to implementation of a number of observations made in **Appendix 16-A IRCG Safety Justification**.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 5: Port access restrictions

Paragraph 209 is replaced by paragraph 27 below. This update has been made to clarify that the value of the minimum depth of cover (export cables) (m) is 3.0m within the zone of greater burial depth adjacent to Dún Laoghaire Harbour. This update has also been made in response to FIR Item 18a (see **FIR Response Document)**.

27. In terms of the export cables within the OECC, the Applicant is aware that Dún Laoghaire-Rathdown County Council (DLRCC), as the owner and operator of Dún Laoghaire Harbour, have future aspirational growth plans which will potentially see up to two approach channels dredged into Dún Laoghaire Harbour. At this stage there is no information within the public domain; however, DLRCC have provided sufficient detail to enable CWP Project to identify and plan areas of deeper burial which will ensure no impediment to the future growth aspirations of Dún Laoghaire Harbour. Notably, a minimum depth of cover of 3.0 m will be applied in the zone of greater burial depth. Whilst there is insufficient information to undertake a detailed cumulative effect assessment, the anticipated development timescales for Dún Laoghaire Harbour are such that it is not predicted that there will be a cumulative effect as CWP Project is anticipated to be constructed in advance of Dún Laoghaire Harbour's dredging proposals and there is no temporal overlap for cumulative effects to occur.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 6: Reduction in under keel clearance

Paragraph 219 is replaced by paragraph 28 below. This update is made in response to FIR Item 2b (see **FIR Response Document**).

28. In all other areas of the OECC and array site, the Applicant will apply the approach required under MGN 654 (MCA, 2021) which aligns with the DoT Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (OREI) (DoT, 2025) whereby water depths relative to chart datum will not be reduced by more than 5% without consulting with the MSO and Irish Lights.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 7: Anchor interaction with subsea cables

Paragraph 232 is replaced by paragraph 29 below. This update has been made to correct a clerical typographic error identified in the existing EIAR **Volume 3**, **Chapter 16 Shipping and Navigation**. In paragraph 232 of the existing EIAR chapter it incorrectly referred to cables buried within the zone of greater burial depth adjacent to Dún Laoghaire Harbour as having a depth of cover of 2.4 m, this should read 3 m. This update has also been made in response to FIR Item 18a (see **FIR Response Document)**.

This update has also been made to clarify that the interconnector cables are located within the array area.

29. Minimum depth of cover and any external protection will be determined via the cable burial risk assessment, and will take into account the size of anchors, based on the size and type of vessels recorded in the area. Traffic volumes will also be considered, i.e., where dragged or emergency anchoring interactions are most likely. Indicatively, the minimum depth of cover is between 1.4 m for offshore export cables (except cables buried within the zone of greater burial depth adjacent to Dún Laoghaire Harbour, which will have a minimum depth of cover of 3.0 m) and 1 m for inter-array cables and interconnector cables within the array area. With suitable depth of cover and / or protection of the cables, as determined via the cable burial risk assessment process, the likelihood of an anchor interaction is considered low.

Frequency of occurrence

This section remains unchanged.

Severity of occurrence

This section remains unchanged.

Significance of the risk

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

16.10.3 Decommissioning phase

Section 16.10.3 remains unchanged.

16.11 Cumulative impacts

Section 16.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

16.12 Transboundary impacts

Section 16.12 remains unchanged.

16.13 Inter-relationships

Section 16.13 remains unchanged.

16.14 Potential monitoring requirements

Section 16.14 remains unchanged.

16.15 Impact assessment summary

Section 16.15 remains unchanged.

16.16 References

Section 16.16 remains unchanged but should now be read in conjunction with the text in paragraph 30 and 31. This addition is made in response to FIR Item 2b (see **FIR Response Document**).

30. DoT (2025a). Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations.

31. DoT (2025b). Standard Operating Procedure 07-2025 Offshore Renewable Energy Installations: Guidance and Operational Considerations for SAR and Emergency Response.

17 AVIATION, MILITARY AND RADAR

17.1 Introduction

Section 17.1 remains unchanged.

17.2 Consultation

Section 17.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted

17.3 Legislation, policy and guidance

Section 17.3 remains unchanged.

17.4 Impact assessment methodology

Section 17.4 remains unchanged.

17.5 Assumptions and limitations

Section 17.5 remains unchanged.

17.6 Existing environment

Section 17.6 remains unchanged. The data and information provided in Section 17.6 of the EIAR **Volume 3**, **Chapter 17 Aviation, Military and Radar** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

17.7 Scope of the assessment

Section 17.7 remains unchanged.

17.8 Assessment parameters

Section 17.8 remains unchanged.

17.9 Primary mitigation measures

Section 17.9 remains unchanged.

17.10 Impact assessment

Section 17.10 remains unchanged.

17.11 Cumulative impacts

Section 17.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

17.12 Transboundary impacts

Section 17.12 remains unchanged.

17.13 Inter-relationships

Section 17.13 remains unchanged.

17.14 Potential monitoring requirements

Section 17.14 remains unchanged.

17.15 Impact assessment summary

Section 17.15 remains unchanged.

17.16 References

Section 17.16 remains unchanged.

18 MATERIAL ASSETS – MARINE INFRASTRUCTURE

18.1 Introduction

Section 18.1 remains unchanged.

18.2 Consultation

Section 18.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted

18.3 Legislation, policy and guidance

Section 18.3 remains unchanged.

18.4 Impact assessment methodology

Section 18.4 remains unchanged except for paragraph 21 below.

18.4.1 Study area

Section 18.4.1 remains unchanged except for paragraph 21 which is replaced by paragraph 1 below. This update has been made in response to FIR Item 6k (see **FIR Response Document**).

1. This study area has been defined based upon the modelling presented in **Appendix 6-A Modelling Report Addendum** of the **EIAR Addendum (Part 1)**. Modelling was undertaken to identify the greatest extent of potential sediment plume dispersion, level of dispersion above background levels (mg/l) and accumulated level of deposited material across the combined construction phases and long-term horizons. The modelling identified the greatest direction and distance of dispersion of disturbed material was approximately 8 km from source; a precautionary 10 km radius has been applied to the CWP Project.

18.4.2 Data and information sources

Section 18.4.2 remains unchanged

18.4.3 Impact Assessment

Section 18.4.3 remains unchanged

18.5 Assumptions and limitations

Section 18.5 remains unchanged.

18.6 Existing environment

Section 18.6 remains unchanged. The data and information provided in Section 18.6 of the EIAR **Volume 3**, **Chapter 18 Material Assets – Marine Infrastructure** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

18.7 Scope of the assessment

Section 18.7 remains unchanged.

18.8 Assessment parameters

Section 18.8 remains unchanged except for an update to Table 18-15 below.

18.8.1 Background

Section 18.8.1 remains unchanged.

18.8.2 Options and dimensional flexibility

Section 18.8.2 remains unchanged except for Table 18-15 which is replaced by Table 18-A below. This update has been made in response to FIR Item 18a (see **FIR Response Document**). The updates to the table are limited to the cable burial depth in the zone of greater burial depth adjacent to Dún Laoghaire Harbour (Operational and Maintenance, Offshore export cables trench depth (m)).

Table 18-A Representative scenario summary

Impact	Representative scenario details	Value	Notes / Assumptions
Construction			
Impact 1: Direct effects on marine infrastructure	Installation methods and effects (array site and offshore export cable corridor) (Layout Option A)		The construction of the CWP Project has the potential to result in direct effects (damage to existing infrastructure, as a result of cable snagging during seabed preparation or installation works). Temporary disturbance relates to seabed preparation for foundations and cables, geotechnical survey, jack-up and anchoring operations, and cable installation. It should be noted that where boulder clearance overlaps with sandwave clearance, the boulder clearance footprint will be within the sandwave clearance footprint. Offshore, WTG Option A forms the representative scenario, as this represents the greatest level of temporary disturbance and therefore Option A forms the presentational basis of the assessment for Impact 1 in this chapter. Option B would result in a lower level of disturbance and would not introduce new impacts, or an impact of a materially different magnitude. There is only one installation method being proposed at landfall, open cut trenching. Therefore, the open cut method
	Boulder clearance: array site seabed clearance area (m^2)	2,556,000–2,934,000	
	Sandwave clearance: array site seabed clearance area (m^2)	205,250–259,250	
	IAC and interconnector cable installation: Total seabed disturbed (m^2)	1,911,000–2,214,000	
	Boulder clearance: OECC seabed clearance area (m^2)	2,220,000–2,616,000	
	Sandwave clearance: OECC seabed clearance area (m^2)	198,550	
	Offshore export cable installation: Total seabed disturbed (m^2)	1,890,000–2,187,000	
	Jack up vessel (JUV) operations total impact area (m^2)	240,000	
	WTGs and OSS anchoring operations total impact area (m^2)	280,800	

Impact	Representative scenario details	Value	Notes / Assumptions
	IAC and interconnector cable anchoring operations total impact area (m^2)	371,520	to install the cable ducts forms the presentational basis of this assessment. The total area of disturbed sediment for construction activities based on this representative scenario is calculated to be **12,088,840 m^2.** The total area of disturbed sediment for construction activities in the Liffey based on this representative scenario is calculated to be **1,800 m^2 .**
	Offshore export cable anchoring operations total impact area (m^2)	630,720	
	Installation methods and effects (landfall)		
	Total seabed disturbed by cofferdam (m^2)	6,100	
	Total seabed disturbed by intertidal cable duct installation (m^2)	36,000	
	Total area of seabed in transition zone affected by support structures (m^2)	6,900	
	Total area of seabed in transition zone affected by installation of cables using either open cut trenching or a shallow water trenching tool (m^2)	108,000	
	Installation methods and effects (onshore substation)		
	Area of reclaimed land from Liffey (m^2)	1,800	
Impact 2: Indirect effects on marine infrastructure	Representative scenario parameters are the same as those above for Impact 1 above. Sediment plume modelling suggests that the greatest direction and distance of dispersion of disturbed material would be 9–10 km to the east, although one scenario showed dispersion to the southeast	As above	The construction of the CWP Project has the potential to result in indirect effects on marine infrastructure, through the increase in suspended sediment concentrations (SSC) resulting in associated deposition. Temporary disturbance relates to seabed preparation for foundations and cables, jack-up and anchoring operations and cable installation. Increases in SSC and remobilisation of

Impact	Representative scenario details	Value	Notes / Assumptions
	reaching 6–7 km and to the west reaching 3–4 km.		contaminated sediments occur as a result of temporary disturbance to the seabed. It should be noted that where boulder clearance overlaps with sandwave clearance, the boulder clearance footprint will be within the sandwave clearance footprint. Offshore, WTG Option A forms the representative scenario, as this represents the greatest level of temporary disturbance (increased levels of SSC), and therefore Option A forms the presentational basis of the assessment for Impact 2 in this chapter. Option B would result in a lower level of disturbance and would not introduce new impacts, or an impact of a materially different magnitude.
Operations and maintenance			
Impact 1: Direct effects on marine infrastructure	Permanent infrastructure		The operational phase of the CWP Project has the potential to result in direct effects (damage to existing infrastructure, as a result of cable snagging during repair works) and indirect effects (through the increase in SSC as cable maintenance is likely to require cable recovery to the surface, repair and reburial) on marine infrastructure. The operational activities relating to Impact 1 and Impact 2 are the same and both impacts have been assessed together, as both direct and indirect effects results in temporary disturbance to the seabed. Option A forms the representative scenario, as this represents the greatest level of temporary disturbance, and therefore Option A forms the presentational basis of the assessment for Impact 1 and Impact 2 in this chapter. Option
	Total WTG monopile seabed area take (with scour protection) across the array site (m^2)	273,000	
	Total OSS monopile seabed area take (with scour protection) across the array site (m^2)	10,920	
	Interconnector and inter-array cabling – total area of seabed covered by cable protection (m^2)	208,600	
	Offshore export cables – total area of seabed covered by cable protection (m^2)	105,000	

Impact	Representative scenario details	Value	Notes / Assumptions
	Interconnector and IAC length (km)	127.4–147.6	B would result in a lower level of disturbance and would not introduce new impacts, or an impact of materially different magnitude. **Total length of cables with the potential to emit EMF and/or temperature changes 253.4 km – 293.6 km.**
	Interconnector and IAC trench depth (m)	1.5	
	Interconnector and IAC voltage (kV)	66	
	Offshore export cables length (km)	126.0–146.0	
	Offshore export cables trench depth (m)	2.0 (except cable buried within the zone of greater burial depth adjacent to DL Harbour which will have a minimum depth of cover of 3 m)	
	Offshore export cables voltage (kV)	220	
	Onshore substation: length of combi-wall below the HWM (requiring marine piling) (m)	150	
	Onshore substation: Total length of new revetments (m)	150	
	Total length of perimeter structures (m)	**300**	
	Area of reclaimed land at onshore substation (m^2)	1,800	
Impact 2: Indirect effects on marine infrastructure	Unscheduled maintenance activities of WTGs will be required should a component fail or break. If a component requires replacing, this may be done from a JUV and would result in some temporary disturbance (increases in SSC and remobilisation of contaminated sediments), however this is likely to be at one location at a time and therefore the potential impact is much less than that of JUV operations during construction. Anticipated JUV requirements during operation and maintenance are for two JUVs making three		

Impact	Representative scenario details	Value	Notes / Assumptions
	round trips annually, equating to 150 round trips over an anticipated CWP Project lifetime of 25 years. Unscheduled maintenance activities of IACs, interconnector cables and offshore export cables include cable repair. Should it be required, this may involve a faulty section of cable being removed from the seabed, repaired, relayed and reburied. Therefore, resulting in an increase in temporary disturbance. As repair is likely to only ever be required for a section of cable at a time the impacts will be less than the construction phase cable lay and burial. As temporary disturbance during O&M activities will arise due to unscheduled maintenance activities the values of these activities are unknown. However, reliability and ease of maintenance have been carefully considered in the CWP Project design to minimise maintenance requirements and although maintenance activities will be carried out over a longer period of time than construction activities, the amount of area disturbed during repair activities is likely to be less than those of the installation of the infrastructure, as maintenance activities will be conducted at specific locations (i.e., cable repair) while construction activities cover the whole CWP Project. Given this it is anticipated that for the purposes of a representative scenario, the impacts will be no greater than those identified for the construction phase.		
Impact 3: Interference of TV and radio reception	Permanent infrastructure	WTG Option A	The WTGs could interfere with signals to and from existing TV and radio transmitters and receivers during the operational phase. Option A forms the representative scenario, as this represents the greatest number of turbines with the potential to interfere with signals to and from existing TV / radio transmitters and receiver, and therefore Option A forms the presentational basis of the assessment for Impact 3 in this chapter. Option B would result in a lower level of interference and would not introduce new impacts, or an impact of materially different magnitude.
	Number of WTGs	75	
	WTG rotor diameter (m)	250	
	Hub height above LAT (m)	163	
	Tip Height above LAT (m)	288	
	Blade tip clearance above LAT (m)	37.72	
	WTG tower diameter (m)	8	
	Rotor swept area per turbine (m^2)	49,087	

Impact	Representative scenario details	Value	Notes / Assumptions
	Total rotor swept area of project (m^2)	3,681,554	
Decommissioning			
Impact 1: Direct effects on marine infrastructure	It is recognised that legislation and industry best practice change over time. However, for the purposes of the EIA, at the end of the operational lifetime of the CWP Project, it is assumed that all offshore infrastructure will be removed where practical to do so. In this regard, for the purposes of a representative scenario for decommissioning impacts, the following assumptions have been made: • The WTGs and OSS topsides will be completely removed. • Following WTG and OSS topside decommissioning and removal, the monopile foundations will be cut below the seabed level, to a depth that will ensure the remaining foundation is unlikely to become exposed. This is likely to be approximately one metre below seabed, although the exact depth will depend upon the seabed conditions and site characteristics at the time of decommissioning. • All cables and associated cable protection in the offshore environment will be wholly removed. It is likely that equipment similar to that which is used to install the cables may be used to reverse the burial process and expose them. Therefore, the area of seabed impacted during the removal of the cables is anticipated to be the same as the area impacted during the installation of the cables. • Generally, decommissioning is anticipated to be a reverse of the construction and installation process for the CWP Project, and the assumptions around the number of vessels on site and vessel round trips is therefore the same as described for the construction phase of the offshore components. • Given the above it is anticipated that for the purposes of a representative scenario, the impacts will be no greater than those identified for the construction phase.		
Impact 2: Indirect effects on marine infrastructure			

18.8.3 Limit of deviation

This section remains unchanged.

18.9 Primary mitigation measures

Section 18.9 remains unchanged with the exception of Table 18-17 which is replaced in its entirety with Table 18-B. This update addresses offshore cable burial depths, which is in response to FIR Item 18a.

Table 18-B Primary mitigation measures

Project Element	Description
All offshore infrastructure	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including metocean data (e.g., wind speed and direction), geophysical and geotechnical survey data (e.g., bathymetry), environmental data (e.g., benthic surveys and archaeological assessment) and stakeholder consultation. Designing and optimising the layout of the WTGs has considered multiple constraints identified from analysis of these datasets, alongside the consideration of layout principles taken from relevant guidance on the design of OWFs. A summary of the key actions taken to avoid or otherwise reduce impacts is provided below: • The WTG layout options include Search and Rescue (SAR) access lanes to allow a SAR resource to fly on the same orientation continuously through the array site. This is provided to minimise risks to surface vessels and / or SAR resource transiting through the array site; • Archaeological exclusion zones (AEZs) around known features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational or decommissioning phases; • The locations of offshore infrastructure have been developed to avoid known sensitive ecological habitats, including areas with suitable conditions for *Sabellaria spinulosa*, which can form reefs under some circumstances. Whilst reefs were not identified during the characterisation surveys, as an ephemeral feature it will be necessary to validate the results in advance of construction. A pre-construction geophysical survey will therefore be undertaken to facilitate the micro-siting around sensitive habitats, such as *Sabellaria spinulosa*; • The WTG layout options have been developed to avoid or minimise interaction with known areas of high fishing density, where possible. As avoidance is not always possible, the layouts have also been developed to increase the potential for coexistence; and • A paleochannel (the remnants of a river or stream channel that flowed in the past) in the centre west of the array site has been avoided.

Project Element	Description
All offshore infrastructure	In general, the CWP Project has sought to specify the location, scale and extents of permanent and temporary offshore infrastructure, however, in some cases a degree of locational flexibility is required. Locational flexibility of permanent and temporary infrastructure is described as a LoD from a specific point or alignment. LoDs, described in **Chapter 4 Project Description**, are required to: • Take account of additional ground conditions data acquired during pre-construction geotechnical surveys and results from pre-construction offshore UXO surveys; • Avoid and minimise adverse impacts on offshore ephemeral benthic habitats, such as *Sabellaria spinulosa* reef, identified during pre-construction surveys; and • Take account of the confirmed position of existing subsea infrastructure and archaeological features.
All offshore infrastructure	For the consideration of potential array sites on the east coast of Ireland, a thorough site selection process was developed that considered all aspects of the site that would have a bearing on the economic viability and the technical and environmental acceptability of an eventual OWF development in that area. This included an analysis of existing underwater pipelines and cables. As a result of this constraints analysis the array site boundary has been selected to avoid active utility assets, such as underwater pipelines and cables. Likewise, the route selection for the OECC has been informed by the location of existing seabed infrastructure. The OECC has sought to take into account known subsea obstructions, including cables and pipelines, by enabling perpendicular crossings where possible.
All offshore infrastructure	A pre-construction geophysical survey will be undertaken to verify the location of existing subsea infrastructure.
Offshore Cables	The Applicant will, where practicable, bury all cables within the offshore development area: • IACs and interconnector cables will have a minimum depth of cover of 1.0 m; and • Offshore export cables will have a minimum depth of cover of 1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour, which will have a minimum depth of cover of 3.0 m). Except in the zone of greater burial depth, in cases where burial is inadequate due to unforeseeable seabed conditions, and at cable crossings, cable protection will be implemented as mitigation to avoid risks to other marine operations
All offshore infrastructure	Consultation and liaison will be undertaken with asset owners and other energy infrastructure operators, as required. This is proposed to promote and maximise cooperation between parties and minimise spatial and temporal interactions between simultaneous activities.

Project Element	Description
All offshore infrastructure	A Rehabilitation Schedule is provided as part of the planning application. This has been prepared in accordance with the MAP Act (as amended by the Maritime and Valuation (Amendment) Act 2022) to provide preliminary information on the approaches to decommissioning the offshore components of the CWP Project. A final Rehabilitation Schedule will require approval from the statutory consultees prior to the undertaking of decommissioning works. This will reflect discussions held with stakeholders and regulators to determine the exact methodology for decommissioning, taking into account available methods, best practice and likely environmental effects.

18.10 Impact assessment

Section 18.10 remains unchanged.

18.11 Cumulative impacts

Section 18.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

18.12 Transboundary impacts

Section 18.12 remains unchanged.

18.13 Inter-relationships

Section 18.13 remains unchanged.

18.14 Potential monitoring requirements

Section 18.14 remains unchanged.

18.15 Impact assessment summary

Section 18.15 remains unchanged.

18.16 References

Section 18.16 remains unchanged.

19 LAND, SOILS AND GEOLOGY

19.1 Introduction

Section 19.1 remains unchanged.

19.2 Consultation

Section 19.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

19.3 Legislation and guidance

Section 19.3 remains unchanged.

19.4 Impact assessment methodology

Section 19.4 remains unchanged.

19.5 Assumptions and limitations

Section 19.5 remains unchanged.

19.6 Existing Environment

Section 19.6 remains unchanged. The data and information provided in Section 19.6 of the EIAR **Volume 3**, **Chapter 19 Land, Soils and Geology** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

19.7 Scope of the assessment

Section 19.7 remains unchanged.

19.8 Assessment parameters

Section 19.8 remains unchanged.

19.9 Primary mitigation measures

Section 19.9 remains unchanged.

19.10 Impact assessment

Section 19.10 remains unchanged.

19.11 Cumulative impacts

Section 19.11 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

19.12 Transboundary impacts

Section 19.12 remains unchanged.

19.13 Inter-relationships

Section 19.13 remains unchanged.

19.14 Potential monitoring requirements

Section 19.14 remains unchanged.

19.15 Impact assessment summary

Section 19.15 remains unchanged.

19.16 References

Section 19.16 remains unchanged.

20 HYDROLOGY AND HYDROGEOLOGY

20.1 Introduction

Section 20.1 remains unchanged.

20.2 Consultation

Section 20.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

20.3 Legislation and guidance

Section 20.3 remains unchanged.

20.4 Impact assessment methodology

Section 20.4 remains unchanged.

20.5 Assumptions and limitations

Section 20.5 remains unchanged.

20.6 Existing environment

Section 20.6 remains unchanged. The data and information provided in Section 20.6 of the EIAR **Volume 3**, **Chapter 20 Hydrology and Hydrogeology** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

20.7 Scope of the assessment

Section 20.7 remains unchanged.

20.8 Assessment parameters

Section 20.8 remains unchanged.

20.9 Primary mitigation measures

Section 20.9 remains unchanged.

20.10 Impact assessment

Section 20.10 remains unchanged.

20.11 Cumulative impacts

Section 20.11 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

20.12 Transboundary impacts

Section 20.12 remains unchanged.

20.13 Inter-relationships

Section 20.13 remains unchanged.

20.14 Potential monitoring requirements

Section 20.14 remains unchanged.

20.15 Impact assessment summary

Section 20.15 remains unchanged.

20.16 References

Section 20.16 remains unchanged.

21 ONSHORE BIODIVERSITY

21.1 Introduction

Section 21.1 remains unchanged.

21.2 Consultation

Section 21.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

21.3 Legislation and Guidance

Section 21.3 remains unchanged.

21.4 Impact assessment methodology

Section 21.4 remains unchanged except for updates to Section 21.4.5 Fauna surveys below.

21.4.1 Study area and Zone of Influence

Section 21.4.1 remains unchanged.

21.4.2 Data and information sources

Section 21.4.2 remains unchanged.

21.4.3 Field survey methods

Section 21.4.3 remains unchanged.

21.4.4 Habitats and flora surveys

Section 21.4.4 remains unchanged.

21.4.5 Fauna surveys

This section remains unchanged except for updates to paragraphs 33,39 and 45 under the bat survey section. New additional paragraphs are also provided under the badger and otter survey sections.

Bats

This section remains unchanged, with the exception of paragraph 33, which is replaced by paragraph 1 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

1. Dr Aughney of Bat Eco Services carried out a range of bat surveys within the study area between August 2021 and September 2025 in order to assess the distribution and activity of bat species within the area. Bat surveys carried out are listed below:

    - Daytime Surveys:
        - Tree Potential Bat Roost (PBR) Inspection Survey;
        - Building Inspection Survey;
    - Nighttime Surveys:
        - Walking Transect Survey;
        - Dusk Bat Survey;
        - Thermal Imagery Filming; and
        - Passive Static Detector Survey.

Daytime inspections

This section remains unchanged

Trees inspections

This section remains unchanged

Structures and buildings inspections

This section remains unchanged, with the exception of paragraph 39, which is replaced by paragraph 2 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

2. Buildings 1, 2 and 3 were inspected on the 11th of May 2022. The internal and external walls of Building 1 was inspected, while only the external walls of Building 2 and Building 3 were inspected. Building 4 was inspected in April 2023. Building 1, Building 2 and Building 3 were inspected in 2025. The location and description of the buildings is provided in **Table 21-4** and illustrated on **Plate 21-1**.

Walking transects

This section remains unchanged.

Dawn bat surveys

This section remains unchanged.

Filming

This section remains unchanged.

Passive static bat detector survey

This section remains unchanged, with the exception of paragraph 43, which is replaced by paragraph 3 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

3. Passive static bat surveys were completed in 2021 (Static 1: 15/9/2021 to 20/9/2021), in 2022 (Static 2 – 11/5/2022 to 16/5/2022 and Static 3 & 4 – 7/6/2022 to 12/6/2022), in 2023 (Static 5-8 – 5/4/2023 to 11/4/2023) and in 2025 (Static 9-12 – 5/8/25 to 12/8/25). The locations of the deployed static detectors used during the surveys are shown on **Plate 21-2**.

Badger

This section remains unchanged but should now be read in conjunction with the additional text in paragraph 4 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

4. Updated badger surveys were carried out in July 2025. Surveyors focussed on known badger setts on the Poolbeg Peninsula, which were identified through the desk study. One camera trap was installed at a sett for a period of 12 nights (17th-29th July 2025) to assess the usage of this sett by badger.

Otter

This section remains unchanged but should now be read in conjunction with the additional text in paragraphs 5-6 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

5. Updated otter surveys were carried out in July 2025. Surveyors focussed on the rock armour located along the northern boundary of the onshore substation site and areas along the landfall.
6. Surveyors walked along the edge of the rock armour, to inspect the rocks for signs of otter such as spraints, holts or couches. Two camera traps were installed for a period of 12 nights (17^{th}-29^{th} July 2025), to cover the full length of the rock armour along the northern boundary of the onshore substation site.

Other mammal species

This section remains unchanged.

Amphibians and reptiles

This section remains unchanged.

Invertebrates

This section remains unchanged.

Aquatic species

This section remains unchanged.

Survey limitations

This section remains unchanged.

21.4.6 Impact assessment – evaluation criteria

This section remains unchanged.

21.5 Existing baseline environment

Section 21.5 remains unchanged except for updates to Section 21.5.5 Terrestrial fauna below. Additional data and information obtained since the submission of the CWP Project planning application validates and supports the existing baseline characterisation presented within the EIAR. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

21.5.1 Output of desktop assessment

This section remains unchanged.

21.5.2 Designated sites of nature conservation

This section remains unchanged.

21.5.3 Data from ecological stakeholders / NGOs

This section remains unchanged.

21.5.4 Output of field surveys

Terrestrial habitats and flora

This section remains unchanged.

21.5.5 Terrestrial fauna

This section remains unchanged but should now be read in conjunction with the additional text provided under the bat, badger and otter survey sections. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

Bats

This section (paragraph 144) remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 7-8. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

7. Details of bat surveys from 2021 to 2023 are presented in **Appendix 21.2 Baseline Bat Report**.

8. Details of the 2025 bat survey are presented in **Appendix 21-B Bat Assessment 2025**.

Tree inspection survey results

This section remains unchanged.

Buildings / structure inspection survey results

This section remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 9-11. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

9. Three dusk surveys were undertaken in August and September 2025 to further assess bat activity associated with Buildings 1, 2, and 3. The first survey recorded no bats emerging from and of the buildings; however, low levels of foraging activity by common and soprano pipistrelles were noted to the rear of Building 1.

10. As a result, two additional surveys were undertaken, focusing on this area. These surveys recorded common pipistrelles emerging from the rear of Building 1, along with occasional activity from soprano and Leisler's bats.

11. A small satellite roost of approximately three to five common pipistrelles within the modern extension at the rear of Building 1 was confirmed. Potential for impacts on bat species is addressed in **Section 21.11 Impact Assessment**.

Walking transect survey results – 2021

This section remains unchanged.

Dawn and walking transect surveys results – 2022

This section remains unchanged.

Walking transect survey results – 2023

This section remains unchanged.

The heading 'Walking transect survey results 2025' and paragraph 12 should now be read in conjunction with the existing sections on walking transects

Walking transect survey results – 2025

12. Following the 2025 dusk survey, the surveyors undertook a walking transect. Two species of bat was recorded during this transect: common pipistrelle and soprano pipistrelle.

Passive static bat detector survey results 2021 and 2022

This section remains unchanged.

Passive static bat detector survey results 2023

This section remains unchanged.

The heading 'Passive static bat detector survey results 2025' below and Paragraphs 13-14 should now be read in conjunction with the existing sections on passive static bat detector survey results.

Passive static bat detector survey results 2025

13. Four static units (9 – 12) were deployed in 2025 for a duration of 5-7 nights surveillance. Statics 10-12 were deployed between the onshore substation site and Building 1. Static 9 was deployed at the Irishtown Nature Park. All four units recorded bats. The highest level of bat activity was recorded on Static 9, to the south-east of the onshore development area.

14. In relation to the static unit located in Building 1 (Static 11), a much higher level of bat activity was recorded on this unit compared to previous years of surveillance. Therefore, this provides evidence that the satellite roosts recorded in 2025 may not have been present during previous years of surveys. A low level of soprano pipistrelle and Leisler's bat activity was also recorded but this was associated with foraging individuals during the night and not at times associated with dusk emergence or returning to roost at dawn.

Overall summary of bat survey results

This section is replaced by paragraphs 15-17 below. This survey update has been made in response to FIR Item 1c (see **FIR Response Document**).

Analysis of the 2025 data has demonstrated that while additional evidence of bats was observed, there is limited material change to the current baseline for this receptor. It was therefore concluded that the 2025 survey outputs have no material bearing on the conclusions of the assessment as presented in EIAR, **Volume 3**, **Chapter 21 Onshore Biodiversity.** A revised impact assessment to account for this data is not required

15. Low levels of activity of three bat species (soprano pipistrelle, common pipistrelle and Leisler's bat) were recorded during the bat surveys undertaken between 2021 to 2023 and 2025 within the study area. These are considered to be the three most common bat species in Ireland. The three bat species were recorded foraging and commuting primarily in the southern section of the onshore development area.

16. None of the buildings or trees surveyed were recorded as bat roosts during the array of surveys undertaken in 2021, 2022, 2023. However, in 2025 a small satellite roost of three to five bats was recorded in Building 1.

17. The local bat population was assessed as being of Local Importance (Higher Value).

Badger

Paragraphs 160 to 162 in this section remain unchanged. Paragraph 163 to 165 are replaced by paragraph 18 - 22 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

18. Details of the 2025 badger surveys are presented in **Appendix 21-A Badger and Otter Survey Report 2025**. During the 2025 surveys, five additional badger setts were identified within and adjacent to the study area through a combination of desktop review and field surveys.

19. Two of these setts were located within the former Irish Glass Bottle site to the west but could not be surveyed due to access restrictions. A third sett, situated west of Compound B and outside the CWP redline boundary (RLB), comprised a small entrance (approximately 15 cm wide) surrounded by refuse/litter and was assessed as an outlier with no evidence of regular badger use. A fourth sett, located south of Compound B, also outside the CWP RLB, displayed signs of nearby badger foraging activity but was deemed too small for occupation, which was confirmed through camera trap monitoring. The fifth sett, to the east of Compound A and outside the CWP RLB, was located within dense bramble scrub and was inaccessible at the time of survey; however, mammal tracks in the vicinity suggested continued badger activity associated with the clan inhabiting the Irishtown Nature Park area.

20. A number of mammal burrows were recorded towards the eastern boundary of the onshore substation site. The burrows appeared disused due the presence of leaf litter at the entrances, however trail cameras were installed at the burrows to establish if the burrows were in use. The trail cameras were installed for two periods: 05/03/2024–15/03/2024 and 21/03/2024–04/04/2024. A review of the footage indicated that the burrows are not in use by any mammals, including badgers. Badgers were however recorded on the cameras walking past the burrows. It's likely that the badgers forage and commute through the onshore substation site, however no badger setts are present within the area.

21. The local badger population was assessed as being of Local Importance (Higher Value).

22. The outputs from the 2025 surveys validate and support the existing baseline characterisation presented in **Section 21.5.5** of EIAR **Volume 3, Chapter 21 Onshore Biodiversity**. Analysis of the 2025 data has demonstrated that while additional evidence of badger was observed, there is limited material change to the current baseline for this receptor. It can therefore be concluded that no material change to the existing assessment conclusions would result from the additional data, and therefore a revised impact assessment to account for this data is not required.

Otter

Paragraphs 166 and 167 in this section remain unchanged. Paragraph 168 to 170 are replaced by paragraphs 23-28 below. This update has been made in response to FIR Item 1c (see **FIR Response Document**).

23. Details of the 2025 otter surveys are presented in **Appendix 21-A Badger and Otter Survey Report 2025**. In 2025, otter surveys were undertaken along the rock armour on the northern boundary of the onshore substation site and along the pedestrian footpath at landfall.

24. Due to health and safety constraints, direct access to the onshore substation rock armour was not possible. However, sufficient data was gathered to reliably inform the impact assessment through the

use of binoculars and the deployment of camera traps. No evidence of otter activity, including spraints, holts, or couches, was recorded during the survey, and camera trap footage didn't detect any presence of otter at this location. Although none found, the rock armour around the perimeter of the onshore substation site may still provide suitable resting sites for otter.

25. No evidence of otter activity, including spraints, holts, or couches, was recorded during the walkover at the landfall.

26. The closest European site designated for otter is the Wicklow Mountains Special Areas of Conservation (SAC) (002122). The SAC is located approximately 25 km upstream of the onshore development area. Otter's territory ranges in Ireland have been recorded to range between 6–15 km along rivers (Reid *et al*., 2013; Bailey & Rochford, 2006). Given the significant upstream distance (ca. 25 km), the proposed onshore works area or the surrounding intertidal area, is not considered to be an ex-situ site for the population of otter designated within the Wicklow Mountains SAC.

27. The local otter population was therefore assessed as being of County Importance.

28. The outputs from the 2025 surveys validate and support the existing baseline characterisation presented in **Section 21.5.5** of **EIAR Volume 3, Chapter 21 Onshore Biodiversity**. Analysis of the 2025 otter data has demonstrated that there is limited material change to the current baseline for this receptor. It can therefore be concluded that no material change to the existing assessment conclusions would result from the additional data, and therefore a revised impact assessment to account for this data is not required.

Other small mammal species

This section remains unchanged.

Amphibians and reptiles

This section remains unchanged.

Invertebrates

This section remains unchanged.

Aquatic ecology

This section remains unchanged.

21.6 Summary of ecological evaluation

Section 21.6 remains unchanged.

21.7 Predicted future baseline and climate change and natural trends

Section 21.7 remains unchanged.

21.8 Scope of the assessment

Section 21.8 remains unchanged.

21.9 Assessment parameters

Section 21.9 remains unchanged

21.10 Primary mitigation measures

Section 21.10 remains unchanged.

21.11 Impact assessment

This section remains unchanged except for the addition of paragraphs 30 and 31 to Section 21.11.1.

21.11.1 Construction

This section remains unchanged

Habitats

Impact 1: Permanent and temporary loss of habitat

This section remains unchanged

Impact 2: Habitat degradation as a result of the introduction / spread of INNS

This section remains unchanged.

Impact 3: Habitat degradation as a result of air quality impacts (dust)

This section remains unchanged.

Badger

The badger section remains unchanged with the exception of updates under Impact 5, Additional mitigation measures.

Impact 4: Permanent/temporary loss of breeding/resting places or commuting and / or foraging habitat for protected terrestrial species

This section remains unchanged.

Impact 5: Disturbance / displacement (noise, vibration and lighting) to protected terrestrial species during construction phase activities

This section remains unchanged except for the Additional mitigation measures section, which should now be read in conjunction with the new additional text below.

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation measures

This section remains unchanged but should now be read in conjunction with the additional text in paragraph 29 below. This update has been made in response to the submission from the Department of Housing, Local Government and Heritage (Development Application Unit) on the planning application.

29. Results from pre-construction surveys will be used to inform the development of a Badger Mitigation Strategy. The Badger Mitigation Strategy document will be developed for the onshore development area, in advance of construction activities commencing within the area.

Otter

The otter section remains unchanged with the exception of updates under Impact 5, Additional mitigation measures.

Impact 4: Permanent/temporary loss of breeding/resting places or commuting and / or foraging habitat for protected terrestrial species

This section remains unchanged.

Impact 5: Disturbance / displacement (noise, vibration and lighting) to protected terrestrial species during construction phase activities.

This section remains unchanged except for the Additional mitigation measures section, which should now be read in conjunction with the new additional text below.

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation measures

This section remains unchanged but should now be read in conjunction with the additional text in paragraph 30 below. This update has been made in response to the submission from the Department of Housing, Local Government and Heritage (Development Application Unit) on the planning application.

30. Results from pre-construction surveys will be used to inform the development of an Otter Mitigation Strategy. The Otter Mitigation Strategy document will be developed for the onshore development area, in advance of construction activities commencing within the area.

Bats

The bat section remains unchanged.

Other mammal species

This section remains unchanged.

21.11.2 Operation and maintenance

Section 21.11.2 remains unchanged.

21.11.3 Decommissioning

Section 21.11.3 remains unchanged.

21.12 Impacts to designated sites

This section remains unchanged.

21.13 Cumulative impacts

Section 21.13 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

21.14 Transboundary impacts

Section 21.14 remains unchanged.

21.15 Inter-relationships

Section 21.15 remains unchanged.

21.16 Potential monitoring requirements

Section 21.16 remains unchanged.

21.17 Impact assessment summary

Section 21.17 remains unchanged.

21.18 References

Section 21.18 remains unchanged.

22 ARCHAEOLOGICAL, ARCHTIECUTAL AND CULTURAL HERITAGE

22.1 Part A Onshore

Section 22.1 is unchanged, however it should be noted that:

- **Appendix B Schedule of Post Application Consultations** of the FIR Response Document provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted;
- The data and information provided in Section 22.1.6 of the EIAR **Volume 3**, **Chapter 22 Archaeological, Architectural and Cultural Heritage** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.
- Updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in **Volume 4** of the planning application EIAR.

22.2 Part B Offshore

Section 22.2 is unchanged, however it should be noted that

- The data and information provided in Section 22.2.6 of the EIAR **Volume 3**, **Chapter 22 Archaeological, Architectural and Cultural Heritage** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.
- Updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

22.3 References

Section 22.3 is unchanged.

23 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

23.1 Introduction

Section 23.1 remains unchanged.

23.2 Consultation

Section 23.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the FIR Response Document provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

23.3 Legislation and guidance

Section 23.3 remains unchanged.

23.4 Impact assessment methodology

Section 23.4 remains unchanged.

23.5 Assumptions and limitations

Section 23.5 remains unchanged.

23.6 Existing environment

Section 23.6 remains unchanged. The data and information provided in Section 23.6 of the EIAR **Volume 3**, **Chapter 23 Landscape Visual and Impact Assessment** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

23.7 Scope of the assessment

Section 23.7 remains unchanged.

23.8 Assessment parameters

Section 23.8 remains unchanged.

23.9 Primary mitigation measures

Section 23.9 remains unchanged.

23.10 Impact assessment

Section 23.10 remains unchanged.

23.11 Cumulative impacts

Section 23.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

23.12 Transboundary impacts

Section 23.12 is unchanged.

23.13 Inter-relationships

Section 23.13 is unchanged.

23.14 Potential monitoring requirements

Section 23.14 is replaced in its entirety by the text in paragraphs 1-6 below. This revision has been made in response to FIR Item 20b (see **FIR Response Document).**

1. Landscaping mitigation proposals for the onshore development area are detailed in **Table 23-11** and in EIAR **Volume 3**, **Chapter 23 Landscape Visual Impact Assessment**, **Figures 23.7-23.9**. They involve reinstatement and planting at the landfall, Shellybanks Road and Pigeon House Road.
2. The planting works will be monitored by the Ecological/Environmental Clerk of Work during the construction phase of the CWP Project.
3. The Developer will appoint a maintenance contractor and a suitably qualified person (landscape clerk of works or landscape architect) to monitor the landscape mitigation planting and its maintenance and advise on any remedial action needed during its three-year establishment period.
4. Prior to the commencement of construction activities for the onshore transmission infrastructure, a Plan detailing maintenance, management, plant replacement and monitoring details will be provided to Dublin City Council (DCC) for approval.
5. During the three-year establishment period any diseased, dying or missing plants will be replaced during the first available growing season. This requirement will be monitored by CWP's suitably qualified person who will undertake a site visit and review the planting annually during each growing season. Thereafter, the findings of the site visit and any proposed remediation will be submitted for

review with DCC. CWP's representative will then monitor the replacement of the planting by the maintenance contractor.

6. Notably, near the end of the three-year period, if the shrub and woodland areas have established well, it may not be necessary to replace dead or dying plants if it is considered there are sufficient plants remaining to achieve the intended aims of the planting i.e. a closed canopy.

23.15 Impact assessment summary

Section 23.15 remains unchanged.

23.16 References

Section 23.16 remains unchanged.

24 NOISE AND VIBRATION

24.1 Introduction

Section 24.1 remains unchanged.

24.2 Consultation

Section 24.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

24.3 Legislation and guidance

Section 24.3 remains unchanged.

24.4 Impact assessment methodology

Section 24.4 remains unchanged.

24.5 Existing environment

Section 24.5 remains unchanged. The data and information provided in Section 24.5 of the EIAR **Volume 3**, **Chapter 24 Noise and Vibration** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

24.6 Scope of the assessment

Section 24.6 remains unchanged.

24.7 Assessment parameters

Section 24.7 remains unchanged.

24.8 Primary mitigation measures

Section 24.8 remains unchanged.

24.9 Impact assessment

Section 24.9 remains unchanged.

24.10 Mitigation measures

Section 24.10 remains unchanged.

24.11 Cumulative impacts

Section 24.11 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Repor**t. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

24.12 Transboundary impacts

Section 24.12 remains unchanged.

24.13 Inter-relationships

Section 24.13 remains unchanged.

24.14 Potential monitoring requirements

Section 24.14 remains unchanged.

24.15 Impact assessment summary

Section 24.15 remains unchanged.

24.16 References

Section 24.16 remains unchanged.

25 AIR QUALITY

25.1 Introduction

Section 25.1 remains unchanged.

25.2 Consultation

Section 25.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

25.3 Legislation and guidance

Section 25.3 remains unchanged.

25.4 Impact assessment methodology

Section 25.5 remains unchanged.

25.5 Assumptions and limitations

Section 25.5 remains unchanged.

25.6 Existing environment

Section 25.6 remains unchanged. The data and information provided in Section 25.6 of the EIAR **Volume 3**, **Chapter 25 Air Quality** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

25.7 Scope of the assessment

Section 25.7 remains unchanged.

25.8 Assessment parameters

Section 25.8 remains unchanged.

25.9 Primary mitigation measures

Section 25.9 remains unchanged.

25.10 Impact assessment

Section 25.10 remains unchanged.

25.11 Cumulative impacts

Section 25.11 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone CEA Report. The CEA Report brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

25.12 Transboundary impacts

Section 25.12 remains unchanged.

25.13 Inter-relationships

Section 25.13 remains unchanged.

25.14 Impact assessment summary

Section 25.14 remains unchanged.

25.15 References

Section 25.15 remains unchanged.

26 MATERIAL ASSETS – BUILT SERVICES

26.1 Introduction

Section 26.1 remains unchanged.

26.2 Consultation

Section 26.2 is unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

26.3 Legislation and guidance

Section 25.3 remains unchanged.

26.4 Impact assessment methodology

Section 26.4 remains unchanged.

26.5 Assumptions and limitations

Section 26.5 remains unchanged.

26.6 Existing environment

Section 26.6 remains unchanged. The data and information provided in Section 26.6 of the EIAR **Volume 3**, **Chapter 26 Material Assets – Built Services** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

26.7 Scope of the assessment

Section 26.7 remains unchanged.

26.8 Assessment parameters

Section 26.8 remains unchanged.

26.9 Primary mitigation measures

Section 26.9 remains unchanged.

26.10 Impact assessment

Section 26.10 remains unchanged.

26.11 Cumulative impacts

Section 26.11 is unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

26.12 Transboundary impacts

Section 26.12 remains unchanged.

26.13 Inter-relationships

Section 26.13 remains unchanged.

26.14 Potential monitoring requirements

Section 26.14 remains unchanged.

26.15 Impact assessment summary

Section 26.15 remains unchanged.

26.16 References

Section 26.16 remains unchanged.

27 TRAFFIC AND TRANSPORT

27.1 Introduction

Section 27.1 remains unchanged.

27.2 Consultation

Section 27.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

27.3 Legislation and Guidance

Section 27.3 remains unchanged.

27.4 Impact assessment methodology

Section 27.4 remains unchanged.

27.5 Assumptions and limitations

Section 27.5 remains unchanged.

27.6 Existing environment

Section 27.6 remains unchanged. The data and information provided in Section 27.6 of the EIAR **Volume 3**, **Chapter 24 Noise and Vibration** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

27.7 Scope of the assessment

Section 27.7 remains unchanged.

27.8 Assessment parameters

Section 27.8 remains unchanged.

27.9 Traffic and Transportation Assessment

Section 27.9 remains unchanged.

27.10 Primary mitigation measures

Section 27.10 remains unchanged.

27.11 Impact assessment

Section 27.11 remains unchanged.

27.12 Additional mitigation measures

Section 27.12 remains unchanged.

27.13 Cumulative effects

Section 27.13 remains unchanged and cumulative effects are detailed within EIAR **Volume 4**, **Appendix 27.1 TTA**.

However it should be noted that a standalone **CEA Report** is now provided for the Project. The **CEA Report** brings together the CEAs for EIA topics into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR. An updated review of 'committed development' as considered in EIAR **Volume 4**, **Appendix 27.1 TTA** has been provided in the **CEA Report**.

27.14 Transboundary Impacts

Section 27.14 remains unchanged.

27.15 Inter-relationships

Section 27.15 remains unchanged.

27.16 Potential monitoring requirements

Section 27.16 remains unchanged.

27.17 Impact assessment summary

Section 27.17 remains unchanged.

27.18 References

Section 27.18 remains unchanged.

28 CLIMATE – CARON BALANCE ASSESSMENT

28.1 Introduction

Section 28.1 remains unchanged.

28.2 Consultation

Section 28.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

28.3 Legislation and guidance

Section 28.3 remains unchanged.

28.4 Impact assessment methodology

Section 28.4 remains unchanged except for new additional text provided in Section 28.4.1 below.

28.4.1 Greenhouse gas emissions assessment (GHGA)

Section 28.4.1 remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 1 to 4 below. This update has been made in response to FIR Item 17a (see **FIR Response Document**).

Seabed disturbance and carbon sequestration

1. Changes in carbon sequestration as a result of the CWP Project have been quantified as follows.
2. A total of 12,088,840 m^2 of temporary seabed habitat disturbance at the array site and along the offshore export cable corridor is expected (as described in EIAR, **Volume 3 Chapter 9 Fish, Shellfish and Turtle Ecology**), as well as a total of 157,000 m^2 of disturbed sediment for the landfall construction activities.
3. The tonnes of carbon dioxide equivalent (tCO_2e) released by these disturbed areas has been calculated based on the amount of organic carbon (OC) (kg/m^2) (then converted to tCO_2e, assuming 1 tonne of organic carbon is equal to 3.97 tCO_2e) presented in the 2024 report *The United Kingdom's Blue Carbon Inventory: Assessment of Marine Carbon Storage and Sequestration Potential In UK Seas (Including Within Marine Protected Areas,* which is part of *The Blue Carbon Mapping Project*, completed by the Scottish Association for Marine Science (SAMS) on behalf of World Wildlife Fund UK (WWF-UK), The Wildlife Trusts and The Royal Society for the Protection of Birds (RSPB).
4. With this project, the UK is the first nation to map and estimate the amount of carbon stored in its seabed habitats, including within Marine Protected Areas (MPAs). A maximum organic carbon factor

of 0.8 kg/m^2 has been assumed for the carbon sequestration calculation, based on Figure 2 of the aforementioned report.

28.4.2 Significance criteria for GHGA

Section 28.4.2 remains unchanged.

28.4.3 Climate change risk assessment (CCRA)

Section 28.4.3 remains unchanged.

28.4.4 Significance criteria for CCRA

Section 28.4.4 remains unchanged.

28.4.5 Study area

Section 28.4.5 remains unchanged.

28.4.6 Data and information sources

Section 28.4.6 remains unchanged.

28.5 Assumptions and limitations

Section 28.5 remains unchanged.

28.6 Existing environment

Section 28.6 remains unchanged. The data and information provided in Section 28.6 of the EIAR **Volume 3**, **Chapter 28 Climate** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

28.7 Scope of the assessment

Section 28.7 remains unchanged.

28.8 Assessment parameters

Section 28.8 is unchanged.

28.9 Primary mitigation measures

Section 28.9 remains unchanged.

28.10 Impact assessment

Section 28.10 remains unchanged except for updates to Section 28.10.1 Impact 1, Magnitude of impact.

28.10.1 Impact 1: GHGA–GHG emissions associated with the OTI and offshore infrastructure throughout the CWP Project's lifecycle (construction, O&M, and decommissioning phases)

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

The 'Magnitude of impact' section is unchanged except for:

- Table 28-17 which is replaced in its entirety by Table 28-A below;
- Paragraph 121 which is replaced by paragraph 5 below; and
- Paragraph 126 and Table 28-18 which are replaced by paragraph 6 and Table 28-A below.

These updates have been made in response to FIR Item 17a (see **FIR Response Document**).

Table 28-A CWP project greenhouse gas emissions from all phases

Activity		tCO_2eq Emissions	% Of Total	Relevant sector	Emissions annualised over lifespan as % of sector budget
Onshore	Pre-construction	10	0.003%	Industry	0.00001%
	Embodied carbon – materials	10,850	3%	Industry	0.01%
	Construction activities - transport	2,104	0.5%	Transport	0.001%
	Construction activities - excavation	701	0.2%	Industry	0.001%
	Construction activities - fuel use	5,288	1%	Electricity	0.01%
	Construction activities - water use	2	0.0003%	Industry	0.000002%
	Construction activities - worker travel	407	0.1%	Transport	0.0003%
	Construction phase waste	178	0.04%	Waste	0.0007%
	Landfall sediment disturbance	461	0.11%	n/a	n/a
Offshore	Embodied carbon - materials	53,865	13%	Industry	0.05%
	Construction activities - vessels	1,540	0.4%	Transport	0.001%
	O&M activities - vessels	314,134	81%	Transport	0.2%
	Temporary seabed habitat disturbance at the array site and along the offshore export cable corridor	35,032	8%	n/a	n/a
Decommissioning		905	0.2%	Industry	0.001%
Total GHG emissions (pre-O&M savings)		**425,476 (or 17,019 annualised)**			
Total GHG savings from operation (25-year lifespan)		-42,534,180 (-1,707,367 annually)			
Total GHG savings (over 25-year lifespan, minus CWP Project emissions)		**-41,108,704 (or -1,275,891 annualised)**			

Paragraph 121 is replaced by paragraph 5 below.

5. The CWP Project is estimated to result in total green house gas (GHG) emissions of 425,476 tonnes CO2eq from the construction, O&M, and decommissioning phases. As shown in **Table 28-A**, the assessment indicates that the key sources of GHG emissions are associated with onshore and offshore construction materials (concrete, steel, and quarried rock for scour protection are the biggest sources) and fuel use by vessels over the 25-year O&M phase.

Paragraph 126 is replaced by paragraph 6 below.

6. The CWP Project will generate 5,124,600 MWh of renewable energy annually, assuming a 45% offshore capacity factor (EirGrid, 2020). The most recent (2022) figure at the time of this assessment for carbon intensity of electricity in Ireland is 332 gCO_2eq/kWh (SEAI, 2023). Based on this carbon

intensity, the total annual GHG emission savings of the CWP Project will amount to approximately 1,707,367 tonnes of CO_2eq, at the 2022 carbon intensity, which is equivalent to 56.7% of the total carbon budget for the electricity sector in 2030 (DECC, 2023) and 5.2% of Ireland's non-ETS 2030 emissions target. When the GHG emissions from the construction, O&M, and decommissioning phases are removed, the annualised (over the 25-year lifespan) emission savings total 1,275,891 tonnes of CO_2eq, equivalent to 2% of Ireland's total GHG emissions in 2022, 4% of Ireland's non-ETS 2030 emissions target, and 42.5% of the total carbon budget for the electricity sector in 2030 (**Table 28-B**), i.e., the CWP Project has the potential to reduce Ireland's CO_2e emissions by these percentages.

Table 28-18 is replaced by Table 29-B below.

Table 28-B Estimated GHG emissions relative to sectoral budgets and GHG baseline

Target/sectoral budget	(tCO_2e)	Annualised (50-year lifespan) proposed development GHG emissions	% of Relevant target / budget
Total GHG emissions (pre-O&M savings)			
Ireland's 2022 total GHG emissions (existing baseline)	60,605,000	Total GHG emissions (pre-O&M Savings)	0.03%
Non-ETS 2030 target	33,000,000	Total GHG emissions (pre-O&M Savings)	0.05%
2030 sectoral budget (industry sector)	4,000,000	Total industry emissions	0.07%
2030 sectoral budget (transport sector)	6,000,000	Total transport emissions	0.2%
2030 sectoral budget (electricity sector)	3,000,000	Total electricity emissions	0.01%
2030 sectoral budget (waste sector)	1,000,000	Total waste emissions	0.001%
Total GHG savings (over 25-year lifespan, minus CWP Project emissions)			
Ireland's 2022 total GHG emissions (existing baseline)	60,605,000	Total GHG savings	2%
Non-ETS 2030 target	33,000,000	Total GHG savings	4%
2030 sectoral budget (electricity sector)	3,000,000	Total GHG savings	42.5%

Significance of the effect

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

28.10.2 Impact 2: CCRA – CWP Project OTI and offshore infrastructure vulnerability to climate change (construction, O&M, and decommissioning phases)

Section 28.10.2 remains unchanged.

28.11 Cumulative impacts

Section 28.11 remains unchanged and a standalone cumulative effects assessment (CEA) for Climate has not been provided.

However it should be noted that a standalone **CEA Report** is now provided for the Project. The **CEA Report** brings together the CEAs for EIA topics into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

28.12 Transboundary impacts

Section 28.12 remains unchanged.

28.13 Inter-relationships

Section 28.13 remains unchanged.

28.14 Potential monitoring requirements

Section 28.14 remains unchanged.

28.15 Impact assessment summary

Section 28.15 remains unchanged.

28.16 Opportunities for further carbon reduction

Section 28.16 remains unchanged.

28.17 References

Section 28.17 remains unchanged.

29 POPULATION

29.1 Introduction

Section 29.1 remains unchanged.

29.2 Consultation

This section remains unchanged. **Appendix B – Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

29.3 Legislation and guidance

Section 29.3 remains unchanged.

29.4 Impact assessment methodology

The upfront section (paragraphs 28 and 29) of Section 29.4 remains unchanged. Changes to Sections 29.4.1 – 29.4.3 are detailed below.

29.4.1 Topics considered under the population assessment

This section remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 1-3 below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2)**.

Factors Driving Tourism Activity

1. Based on existing evidence on tourism and the tourism economy (RAND Europe, 2021) (Irish Tourism Industry Confederation, 2019), 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.
2. 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 CWP Project. These impacts have been identified in other chapters of the EIAR.

3. The assessment of tourism impacts during the construction, operation and maintenance, and decommissioning of the CWP Project will consider whether visitor attractions and the motivations for visiting them will be affected by significant effects identified in other chapters of the EIAR, including:

- Chapter 15 Seascape, Landscape and Visual Impact Assessment;
- Chapter 23 Landscape and Visual Impact Assessment;
- Chapter 24 Noise and Vibration;
- Chapter 25 Air Quality; and
- Chapter 27 Traffic and Transport.

29.4.2 Study area

This section remains unchanged but should now be read in conjunction with the additional text provided in paragraph 4 below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

4. The sensitivity and magnitude of the Tourism and Recreation 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.

OTI and landfall

This section remains unchanged.

Offshore Infrastructure

The Offshore Infrastructure section remains unchanged except for Paragraph 44 which is replaced by the text provided in paragraphs 5-6 below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

5. For the offshore infrastructure, this assessment considered a 50 km boundary definition as a wide study area. The Tourism and Recreation Study Area (TRSA) considered tourism and recreation assets in County Wicklow, County Wexford, and Dublin, as it is expected that these areas may experience impacts as a result of the CWP Project which could influence the tourism economy.

6. The 50 km study area is aligned with that established in EIAR, **Volume 3 Chapter 15 Seascape, Landscape and Visual Impact Assessment** and is the region in which the offshore infrastructure would be visible to the public.

29.4.3 Data and information sources

Site-specific surveys

This section remains unchanged.

Desk study

The Desk Study section remains unchanged but should now be read in conjunction with the additional details in Table 29-A below. This revision has been made to include additional sources, which is in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2)**.

Table 29-A Data Sources

Data	Source	Date	Notes
Fullabrook Wind Farm Proposal, North Devon – evidence gathering of the impact of wind farms on visitor numbers and tourist experience.	Aitchison, C. Bristol University of the West of England/Devon Wind Power	April 2025	Study report (2004)
Wind Farms & Tourism Trends in Scotland: Evidence from 44 Wind Farms	BiGGAR Economics	April 2025	Study report (2021)
East Anglia ONE North and East Anglia TWO Offshore Wind Farms: Tourism Impact Review	BiGGAR Economics	April 2025	Study report (2020)
The Economic Impacts of Wind Farms on Scottish Tourism	Glasgow Caledonian University/Moffat Centre	April 2025	Study report (2008)
Evaluation of the impacts of onshore wind farms on tourism	Northumbria University	April 2025	Study report (2014)
Study into the Potential Economic Impact of Wind Farms and Associated Grid Infrastructure on the Welsh Tourism Sector	Regeneris and The Tourism Company	April 2025	Study report (2014)
Dublin Tourism and Recreation Attractions	Dublin Bay Biosphere	April 2025	Information on recreation in Dublin
	Dublin City Council	April 2025	Information on Sandymount Strand
	Eoceanic	April 2025	Information on Dublin Port
	Visit Dublin	April 2025	Information on marine recreation in Dublin
Wicklow Tourism and Recreation Attractions	TripAdvisor	April 2025	Information on tourism and recreation in Wicklow
	Wicklow County Tourism	April 2025	Information on recreation in Wicklow
Wexford Tourism and Recreation	TripAdvisor	April 2025	Information on tourism and recreation in Wexford

Data	Source	Date	Notes
Survey work on visitor attitudes	Fáilte Ireland	April 2025	Information on the attitudes of visitors to Ireland towards the environment and renewable energy developments
Survey work on the attitudes and experiences of people in Ireland	Fáilte Ireland	April 2025	Information on the attitudes of people in Ireland towards wind farm developments
	Cronin, Y., Cummins, V., & Wolsztynski, E	January 2026	Information on the attitudes of people in Ireland towards wind farm developments
	Central Bank of Ireland	January 2026	Information on the attitudes of people in Ireland towards wind farm developments
Survey work on the attitudes and experiences of marine and coastal tourism businesses in Ireland	Deely, J., Hynes, S., Cawley, M	January 2026	Information on what businesses in the marine and coastal tourism industry see as the main risks for their business
County Dublin, County Wicklow and County Wexford tourist attractions	Fáilte Ireland	April 2025	Information on tourist attractions with the potential to be impacted by the CWP Project in County Dublin and County Wicklow

29.4.4 Impact assessment

Sensitivity of Receptor

The Sensitivity of Receptor section remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 7-13, Table 29-B and Table 29-C below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2)**.

Sensitivity of the Tourism Economy

7. The assessment considers the effect of the CWP Project on the tourism economy. This requires 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 of if there is a particular reliance on a particular type of visitor.

8. The assessment of sensitivity also considers 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 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.

9. 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.

Definition of the sensitivity of the tourism sector is outlined in **Table 29-B.**

Table 29-B Definitions of Sensitivity of the Tourism Sector

Receptor Sensitivity	Definition
High	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: The tourism sector is particularly reliant on a one single attraction or market that is reliant on environmental conditions; and • The number of jobs in the tourism sector economy has been declining over multiple years.
Medium	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: • The tourism sector is particularly reliant on a small number of attractions or markets that are reliant on environmental conditions; and • The number of jobs in the tourism sector economy has grown at a slower rate than the wider tourism sector.
Low	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: • The assets and markets that drive the tourism economy are not reliant on environmental conditions; and • The number of jobs in the tourism sector economy has grown at a similar rate to wider tourism sector.
Negligible	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: • There are a wide range of assets and markets that drive the tourism economy in the area; • The number of jobs in the tourism sector economy has grown at a faster rate than the wider tourism sector.

Sensitivity of the Tourism and Recreation Assets

10. This assessment considers 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 considers 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.

11. The assessment also considers 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.

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

13. Definition of the sensitivity of tourism and recreation assets are outlined in **Table 29-C**.

Table 29-C Definitions of Sensitivity in Tourism and Recreation Assets

Receptor Sensitivity	Definition
High	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: • Being dependent on a single environmental condition to attract or accommodate visitors and users; and • Being unable to adapt or adjust in response to changes in visitor or user behaviour.
Medium	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: • Being influenced by a single environmental condition to attract or accommodate visitors and users; and • Have a limited ability to adapt or adjust in response to changes in visitor or user behaviour.
Low	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: • Environmental conditions have a minor influence on the ability of the asset to attract or accommodate visitors and users; and • Being able to adapt or adjust the assets in response to changes in visitor or user behaviour.
Negligible	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:

Receptor Sensitivity	Definition
	• Environmental conditions have a negligible influence on the ability of the asset to attract or accommodate visitors and users; and • Having substantial ability to adapt or adjust the assets in response to changes in visitor or user behaviour.

Magnitude of impact

The Magnitude of impact section remains unchanged but should now be read in conjunction with the additional text provided in paragraphs 14 to 16, Table 29-D and Table 29-E below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2)**.

Magnitude of Sector Specific Impacts for Tourism and Recreation

14. 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 economic sensitivity of an area because of their relationship to the CWP Project. As the CWP Project 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 29-D**.

Table 29-D Definition of Terms Relating to Sector Specific Economic Impacts

Magnitude	Definition
High	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: • Being dependent on a single environmental condition to attract or accommodate visitors and users; and • Being unable to adapt or adjust in response to changes in visitor or user behaviour.
Medium	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: • Being influenced by a single environmental condition to attract or accommodate visitors and users; and • Have a limited ability to adapt or adjust in response to changes in visitor or user behaviour.
Low	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: • Environmental conditions have a minor influence on the ability of the asset to attract or accommodate visitors and users; and • Being able to adapt or adjust the assets in response to changes in visitor or user behaviour.
Negligible	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: • Environmental conditions have a negligible influence on the ability of the asset to attract or accommodate visitors and users; and • Having substantial ability to adapt or adjust the assets in response to changes in visitor or user behaviour.

Magnitude of Tourism and Recreation Asset Impacts

15. 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 CWP Project and the receptors 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.

16. 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 29-E**.

Table 29-E 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 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 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 is predicted to experience an undetectable change of behaviour of visitors or users.

Significance of effect

This section remains unchanged.

29.5 Assumptions and limitations

Section 29.5 section remains unchanged.

29.6 Existing environment

Section 29.6 is unchanged except for updates to Section 29.6.4 and 29.6.5 below. Additional data and information obtained since the submission of the CWP Project planning application validates and supports the existing baseline characterisation presented within the EIAR. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document.**

29.6.1 Demographics OTI study area

Section 29.6.1 remains unchanged.

29.6.2 Demographics offshore infrastructure Study Area

Section 29.6.2 remains unchanged.

29.6.3 Residential amenity

Section 29.6.3 remains unchanged.

29.6.4 Land use and recreation

Section 29.6.4 Land use and recreation is replaced in its entirety and has been consolidated with Section 29.6.5 Tourism economy. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

29.6.5 Tourism economy

Section 29.6.4 and Section 29.6.5 are replaced in their entirety by the following text in paragraphs 17 to 44, Table 29-F to Table 29-M and Plate 29-A to Plate 29-B. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

The Relationship Between Offshore Wind Farms and Tourism

17. There are a number of factors which influence the performance of the tourism sector in Ireland, including coastal tourism. The key factors are those related to the general performance of the Irish economy, which dictate how much extra money people have to spend on holidays, and the relative attractiveness of Ireland as a tourism destination for international visitors.

18. A recent survey of marine and coastal recreational tourism providers investigated the anticipated impact of several issues on their businesses over the subsequent 12 months (Deely, Hynes and Cawley, 2024). Respondents rated the expected effects using a scale that ranged from 'large negative impact' to 'large positive impact.' illustrates the issues that the highest number of respondents expected would have a large or small negative impact on their business.

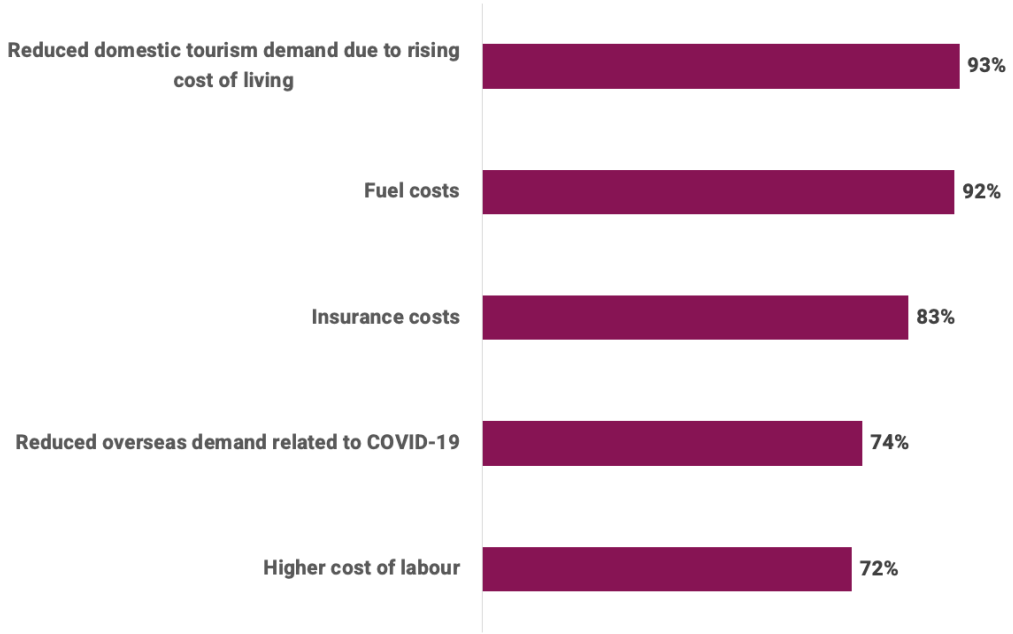


Plate 29-A Issues Expected to have a Large or Small Negative Impact on Respondent's Business Over the Next 12 Months

19. Recent research indicates a broadly positive public and tourist perception of offshore wind energy in Ireland. In 2024, a survey of the Irish public undertaken by Wind Energy Ireland (WEI) found that 75% of respondents were in favour of using offshore wind power in the Republic of Ireland (ROI) (WEI, (2024))When presented with the statement “offshore wind farms can help with energy security”, 83% said they strongly agreed or tended to agree.

20. This approval is complemented by findings from a survey (Fáilte Ireland, 2023) of visitors to Brittas Bay in County Wicklow, an area with visibility of Arklow Bank Wind Park 1 (ABWP1). The survey found that 18% of respondents noticed the turbines on their way to the beach, but none noted any developments standing out while at Brittas Bay itself. Over three-quarters of visitors reported coming for the beautiful scenery, with 65% stating the landscape exceeded their expectations, suggesting the visual presence of the turbines did not compromise the visitor experience

21. The most extensive analysis of public perception of offshore wind farms in Ireland was published by Cronin et al. (2021). An online survey of the Irish public included a number of questions relating to tourism. As shown in **Plate 29-B**, the survey found that, when asked if they had avoided visiting the coast because of the presence of an offshore wind farm, the significant majority (92%) said No, with 5% of respondents saying Yes (and 3% responding Don’t Know). In comparison, when asked if they had ever visited the coast to see an offshore wind farm, 14% said Yes, 83% said No (and 3% said Don’t Know). This suggests an overall positive perception of offshore wind farms and tourism, with a higher proportion of the Irish public having travelled to view an offshore wind farm than those who had actively avoided areas where they are present.

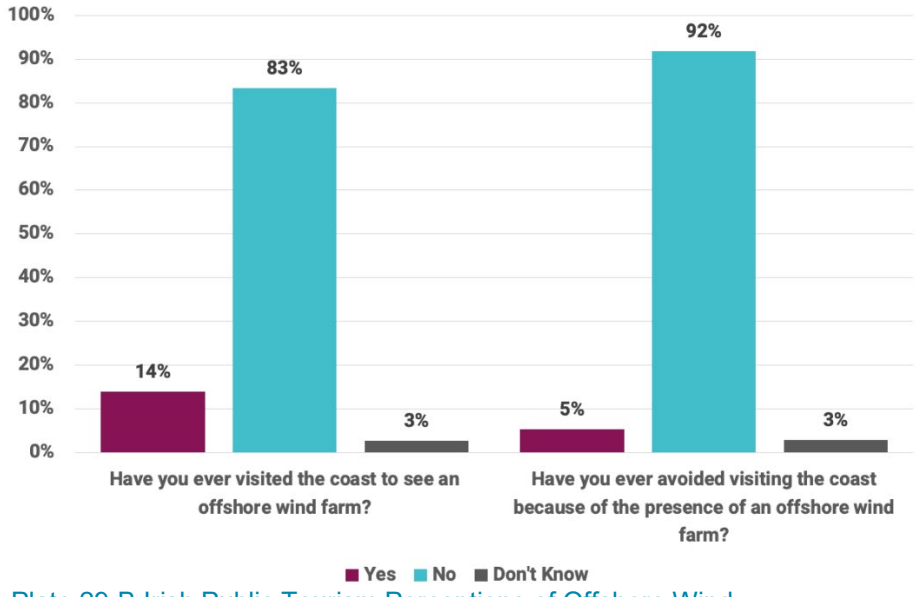


Plate 29-B Irish Public Tourism Perceptions of Offshore Wind

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

23. 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.

24. 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.

25. 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 CWP Project 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.

Tourism and Recreation within 50 km of the Offshore Infrastructure

Visitor Numbers

26. Fáilte Ireland produces annual summaries of the tourism economy in Ireland. It was reported that, in 2023, 226,700 people in Ireland were employed in Q3 in tourism related sectors across Ireland (Fáilte Ireland, 2024a).

27. Fáilte Ireland also provides data on visitor numbers and spending. Data is available for Dublin at the county level, however, as data was not available at county-level for County Wicklow and County Wexford, the analysis considers data at regional level for the Mid-East/Midlands Region, which includes County Wicklow, and the South-East Region, which includes County Wexford, to provide a benchmark against which local performance can be compared to national performance.

28. As shown in **Table 29-F**, in 2023 there were 2.4 million domestic visitors to Dublin, 2.0 million domestic visitors to the Mid-East/Midlands region, and 2.0 million domestic visitors to the South East region in 2023. Domestic tourists in Dublin spent a total €490 million in the region in total, an average spend per trip of €203. Domestic trips to this region accounted for 16.9% of domestic trips across Ireland as a whole. Domestic visitors to the Mid East/Midlands Region resulted in revenue of €351 million, an average spend per trip of €179. This region accounted for 13.7% of domestic trips in Ireland. Domestic visitors spent €371 million in the South East Region, equivalent to an average spend per trip of €186. This region accounted for 13.5% of domestic trips across Ireland. Expenditure per trip in all three regions was below the average for Ireland as a whole, for which the average spend per trip of domestic visitors was €218.

29. There were 3.9 million international visitors to Dublin in 2023, accounting for 59.0% of trips to Ireland that year. These visitors spent a total €2.3 billion, an average spent per trip of €591. There were 0.8 million international visitors to the Mid East/Midlands region the same year, accounting for 11.5% of international visits to Ireland. These visitors spent a total €502 million, equivalent to €665 per trip. There were 0.5 million international visitors to the South East Region in 2023, with a total spend of total €283 million, equivalent to a spend per trip of €543. The spend per trip by international visitors was also lower than average, with international visitors spending an average €850 per trip across Ireland as a whole.

Table 29-F Visitor Numbers and Spending

	Dublin	Mid East/Midlands	South East	Ireland
	Visitor Numbers (Thousands)			
Domestic Visitors	2,416	1,965	1,993	14,309
International Visitors	3,870	755	521	6,564
Total	6,286	2,720	2,514	20,873
	Revenue (€ millions)			
Domestic Visitors	490	351	371	3,121
International Visitors	2,289	502	283	5,581
Total	2,779	853	654	8,702

County Wicklow Tourism and Recreation

30. Data on popular tourist attractions, both paid and free, by Irish region, is published annually by Fáilte Ireland (Fáilte Ireland, 2024b).

31. The most visited tourist attractions in County Wicklow located within 50 km of the offshore infrastructure are shown in **Table 29-G** below. The most popular of these was Powerscourt House, Gardens & Waterfall, which received 453,068 visitors in 2023, and is located 24 km from the offshore infrastructure.

Table 29-G County Wicklow Attraction Attendances, 2023

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure
Powerscourt House, Gardens & Waterfall	18th century house and estate featuring 47 acres of garden	453,068	24
Glendalough Monument & Site	Original gateway and round tower from the monastic city	362,721	34
Beyond the Trees Avondale	Treetop walk and viewing tower which take visitors 23m above the forest floor	354,045	29
Russborough House & Parklands	Stately house which hosts various events and exhibits	200,000	49
Kilmacurragh Gardens	Ireland's national botanic gardens on an 18th century estate	147,634	23
Glendalough Visitor Centre	Visitor Centre for the Glendalough Monastic Site	54,843	33

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure
Wicklow's Historic Gaol	Historic prison which offers tours	25,105	15
Mount Usher Gardens	A Robinsonian garden with a varied collection of trees, shrubs, and floral plans	25,000	18
Powerscourt Distillery	Irish whiskey distillery and visitor centre offering tours and tasting experiences	19,000	24

32. There are various coastal tourist attractions and 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, 2025).

33. The Wicklow Tourism Strategy and Marketing Plan (Wicklow County Tourism, 2018) highlights the coastal town of Greystones, located approximately 16km West of the CWP Project at the closest point, which attracts tourists in part through the offer of sailing and other marine activities. The town of Wicklow, approximately 14km West of the CWP Project, is also highlighted as an area which attracts visitors through marine tourism, with the strategy noting boat hiring and kayaking businesses in the area.

34. A number of recreational assets, such as beaches, and other tourist attractions located on the coast of County Wicklow have been identified using Google Maps. **Table 29-H** shows coastal attractions and recreational assets identified within 50 km of the offshore infrastructure in County Wicklow.

Table 29-H County Wicklow Recreational Assets and Coastal Tourist Attractions

Attraction	Description	Closest Distance from Proposed Development (km)
Greystones to Wicklow Trail	18km coastal walking route between Greystones and Wicklow	13
Wicklow Head "Front" Lighthouse	An active lighthouse that has been operating since 1781	13
Wicklow Head Old Lighthouse	A historic, decommissioned lighthouse	13
Wicklow Harbour	A harbour from which visitors can take part in fishing and leisure boating	14
Silverstrand	A sheltered, sandy beach popular with swimmers	14
Wicklow Golf Club	A cliff-top 18 hole golf course with coastal views	14
Black Castle	Ruins of a 12th century Norman castle	14

Attraction	Description	Closest Distance from Proposed Development (km)
Travelahawk Beach	A beach popular with walkers where visitors can view wildlife	14
Newcastle Beach	A stony beach popular with walkers and anglers	14
Kilcoole Beach/Cooldross Lower Bay Beach	A sandy beach offering sea views	14
Greystones Beach	A popular sandy beach popular for swimming and surfing	15
Major's Cove	A sheltered cove with sea views	15
Magheramore Beach	A sandy cove popular with swimmers	15
Blainroe Golf Club	A cliff-top golf course	15
Blainroe Beach	A small, secluded sandy beach with views of cliffs, popular with swimmers and walkers	15
Bray Head	A 241m hill featuring a concrete cross erected in 1950 at its peak	15
Bray-Greystone Cliff Walk	6km route over cliffs with coastal views	15
Greystones Golf Club	18-hole parkland golf course	16
Druids Glen Golf Club	Golf resort with two distinct 18-hole golf courses	17
Delgany Golf Club	18-hole golf course with countryside and coastal views	17
Bray Golf Club	A parkland course with views of Wicklow mountains and the coast	18
National Sealife Centre	An aquarium featuring a variety of marine life	19
Bray Promenade and Beach	A scenic seaside walkway and pebble beach popular for walking and swimming	19
Little Sugar Loaf	A hill within the Wicklow mountains overlooking Bray Head and Greystones	19
Brittas Bay Beach	A popular sandy beach popular for swimming and surfing	20
Great Sugar Loaf	Hill within the Wicklow mountains with views of the surrounding countryside, the coast, and Dublin	21
Dublin Mountain Way	42km trail across the Dublin mountains	22

Attraction	Description	Closest Distance from Proposed Development (km)
Carrickgollogan	Hill featuring a viewing rock and a disused lead mine chimney	23
The European Club	A links golf course	24
Wicklow Way	131km walking route from Dublin, through County Wicklow, towards County Carlow	25
Sallymount Bay Beach	A beach popular with walkers	25
Ardanairy Bay Beach	A secluded sandy beach popular with walkers	25
Djouce Mountain	A mountain with panoramic views and the change to view local wildlife	27
Ennereilly Beach	A beach used by walkers and anglers	28
Johnstown Bay Beach	A beach popular with walkers where visitors can view local bird life	29
Three Rock	County Dublin mountain featuring three granite rocks at the summit, with coastal views	29
Howth Head Loop	An 8km circular path over cliffs with coastal views	30
Porter's Rock Beach	Beach with rocky outcrops with views of local hills and dunes as well as of the coast	30
North Bull Wall	Wall utilised by walkers to walk out to Dublin Bay and Bull Island	31
Arklow North Beach	A stony beach popular with walkers	32
The Cove	A swimming spot in Wicklow Town	33
Arklow Golf Club	A links golf course with coastal views	33
Brockagh Mountain	Mountain with a woodland ascent with views of the surrounding Wicklow mountains	35
Clogga Beach	A sandy beach popular with walkers and anglers	36

County Wexford Tourism and Recreation

35. The most visited tourist attractions in County Wexford located within 50 km of the offshore infrastructure are shown in **Table 29-**I below. The most popular of these was Kia Ora Mini Farm, which received 50,000 visitors in 2023, and is located 46 km from the offshore infrastructure (Fáilte Ireland, 2024b).

Table 29-I County Wexford Attraction Attendances, 2023

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure
Kia Ora Mini Farm	Family-friendly farm with animal encounters, ride-on toys, and seasonal activities.	50,000	46
Wexford Lavender Farm	Lavender farm with gardens, woodland walks, and a café set in scenic countryside.	12,000	44

36. Various marine recreation activities are available to visitors along the northern coastline of County Wexford. This stretch of coastline supports a range of water-based pursuits, with local businesses and clubs offering experiences in kayaking, paddleboarding, sailing, and sea angling (TripAdvisor, 2025a). Courtown Harbour, a key recreational hub in the area, facilitates structured activities such as guided kayaking tours via the Gorey School of Kayaking, as well as jet skiing, dinghy sailing, and surf lessons through local providers (TripAdvisor, 2025b).

37. Courtown Sailing Club offers both dinghy and cruiser sailing, while the Courtown Sea Angling Centre provides charter fishing trips for species such as bass, tope, pollack, and mackerel.

38. Recreational assets including a number of beaches have been identified using Google Maps. **Table 29-J** shows coastal attractions identified in within 50 km of the Offshore Infrastructure in County Wexford.

Table 29-J County Wexford Recreational Assets and Coastal Attractions

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Kilmichael Point	A quiet coastal headland offering scenic views and a peaceful location for coastal walks and nature watching.	38
Clone Strand	A long, sandy beach popular for walking, swimming, and birdwatching, with views over the Irish Sea.	41
Kilbegnet Bay Beach	A secluded beach cove offering a tranquil spot for walking and shoreline exploration.	42
Kildermot Bay Beach	A small, sandy beach ideal for quiet recreation and coastal scenery.	44
Ballymoney Beach	A popular Blue Flag beach known for safe swimming, coastal walks, and family-friendly facilities.	45
Tara Glen Golf & Country Club	A private golf course and holiday park offering leisure facilities and scenic views near Ballymoney.	48

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Courtown Golf Club	An 18-hole parkland course with sea views, catering to golfers of all levels.	48
Courtown Sailing Club	A community sailing club offering dinghy and cruiser sailing for all ages and skill levels.	49
Courtown Beach	A sandy Blue Flag beach with boardwalks and amenities, ideal for swimming and seaside recreation.	49
Gorey School of Kayaking	A local provider offering kayaking lessons and guided paddling experiences in coastal Wexford.	50
The Parade Bay Beach	A small sandy inlet near Courtown Harbour, popular for sunbathing and casual beach visits.	50
Courtown Sea Angling Centre	A charter fishing provider offering sea angling trips targeting species like mackerel and bass.	50
Courtown Harbour	A historic harbour serving as a hub for marine recreation, fishing, and coastal tourism activities.	50

Dublin Tourism and Recreation

39. The most visited tourist attractions in Dublin are shown in **Table 29-K** below. The most popular of these was Phoenix Park Visitor Centre, which received 1,965,555 visitors in 2023 and is located 42 km from the offshore infrastructure (Fáilte Ireland, 2024b).

Table 29-K Dublin Attraction Attendances, 2023

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure (km)
Phoenix Park Visitor Centre	Expansive urban park featuring gardens, wildlife, and the official residence of the Irish President	1,965,555	42
Guinness Storehouse	Iconic brewery offering interactive tours and panoramic views from the Gravity Bar	1,469,536	38
Dublin Zoo	Historic zoo housing diverse animal species in themed habitats.	1,161,937	40

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure (km)
National Gallery of Ireland	Art museum showcasing Irish and European masterpieces.	1,014,976	35
Book of Kells	Exhibition of the illuminated manuscript housed in Trinity College's Old Library.	968,654	36
Irish Museum of Modern Art	Contemporary art museum set in a restored 17th-century hospital.	626,629	38
Dublin Castle	Historic complex featuring state apartments and medieval structures.	622,346	36
National Botanic Gardens	Gardens with a vast collection of plants and Victorian glasshouses.	663,631	39
National Museum of Ireland - Archaeology	Museum displaying artifacts from prehistoric to medieval Ireland.	510,236	36
Chester Beatty Library	Library and museum housing manuscripts and artworks from global cultures.	490,282	38
National Museum of Ireland - Decorative Arts & History	Museum showcasing decorative arts, fashion, and historical artifacts.	467,331	38
National Museum of Ireland - Natural History	Museum known for its extensive zoological collections.	423,246	36
Farmleigh House & Estate	Edwardian estate with gardens, art exhibitions, and a working farm.	359,433	43
EPIC The Irish Emigration Museum	Interactive museum exploring Irish emigration and diaspora.	357,474	36
Jameson Distillery Bow St.	Whiskey distillery offering guided tours and tastings.	318,099	38
St Patrick’s Cathedral	Gothic cathedral associated with Ireland's patron saint.	576,647	37
Kilmainham Gaol	Former prison turned museum highlighting Ireland's struggle for independence.	258,154	39
Christ Church Cathedral	Medieval cathedral with crypts and religious artifacts.	228,736	37
Dublin City Gallery The Hugh Lane	Gallery featuring modern and contemporary art collections.	223,010	38
Dublinia	Interactive museum focusing on Viking and medieval Dublin.	188,259	37
Malahide Castle & Gardens	12th-century castle set amid extensive gardens and parkland.	166,081	40

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure (km)
Newbridge House & Farm	Georgian mansion with a traditional farm and walled garden.	130,963	45
Teeling Whiskey Distillery	Modern distillery offering tours and whiskey tastings.	127,571	37
Airfield Estate	Working urban farm and gardens promoting sustainable living.	120,000	31
The Little Museum of Dublin	Museum chronicling Dublin's 20th-century history through artifacts.	104,757	36
Irish Whiskey Museum	Museum dedicated to the history and production of Irish whiskey.	93,335	37
The GAA Museum & Croke Park Stadium Tour	Museum celebrating Gaelic games with stadium tours.	90,000	37
The National Wax Museum Plus	Wax museum featuring figures from Irish history and pop culture.	76,000	37
GPO IEC Witness History	Interactive exhibition on the 1916 Easter Rising located in the General Post Office.	63,685	37
Gallery of Photography	Contemporary photography gallery hosting exhibitions and workshops.	58,266	37
Farmleigh House	Official state guest house with guided tours and art collections.	57,169	43
Jeanie Johnston Tall Ship/Famine Museum	Replica famine ship offering insights into 19th-century emigration.	52,066	36
National Print Museum	Museum preserving the craft of printing through exhibits and workshops.	47,651	34
MoLi Museum of Literature Ireland	Museum celebrating Irish literary heritage in a historic setting.	45,000	36
Glasnevin Museum	Museum and cemetery exploring Ireland's social and political history.	44,500	39
Marsh’s Library	18th-century library with a collection of rare books and manuscripts.	42,500	37
St. Audoen's Church	Medieval church known for its historical significance and architecture.	42,199	37
14 Henrietta Street	Georgian townhouse museum depicting Dublin's social history.	38,365	38
Pearse Lyons Whiskey Distillery	Boutique distillery located in a restored church offering tours and tastings.	35,176	38

Attraction	Description	Attendances	Closest Distance from Offshore Infrastructure (km)
Roe & Co Whiskey Distillery	Contemporary distillery providing guided tours and cocktail experiences.	33,500	38
Pearse Museum	Museum dedicated to Patrick Pearse, leader of the 1916 Easter Rising.	28,250	34
Dublin City Hall	18th-century building hosting exhibitions on Dublin's civic history.	25,963	37
Casino Model Railway Museum	Museum featuring model railways and railway memorabilia.	23,192	41
Grangegorman Military Cemetery	Cemetery commemorating British and Commonwealth military personnel.	20,499	40
Dalkey Castle & Heritage Centre	Medieval castle offering interactive heritage tours.	15,299	24
Custom House	Neoclassical building housing exhibitions on Irish history.	15,872	37
James Joyce Cultural Centre	Centre dedicated to the life and works of writer James Joyce.	13,277	36
Rascals	Craft brewery with taproom and guided tours.	13,000	39
Casino Marino	18th-century neoclassical building known for its architectural design.	10,882	37
The National Leprechaun Museum	Museum exploring Irish folklore and mythology.	10,130	37
Rathfarnham Castle	16th-century castle with exhibitions on its history and restoration.	10,032	35
Drimnagh Castle	Restored medieval castle featuring a moat and guided tours.	8,000	39
Irish Architectural Archive	Archive preserving Ireland's architectural heritage.	7,184	35
Dublin Liberties Distillery	Distillery offering whiskey production tours in the historic Liberties area.	6,500	37
Freemasons' Hall Museum	Museum showcasing the history of Freemasonry in Ireland.	4,000	36
Áras an Uachtaráin	Official residence of the President of Ireland, open for guided tours.	3,816	41
Irish Jewish Museum	Museum preserving the history of Ireland's Jewish community.	3,293	36

40. **Table 29-L** outlines further tourism and recreation assets located within 50 km of the offshore infrastructure located in Dublin.

Table 29-L Dublin Recreational Assets and Coastal Attractions

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Woodbrook Golf Club	A coastal parkland golf course offering sea views and a historic clubhouse near Bray.	20
Shankill Beach	A quiet, stony beach ideal for peaceful walks, located on the border of Dublin and Wicklow.	21
Shanganagh Bay Beach	A secluded stretch of coastline backed by green space, popular with walkers and dog owners.	21
Killiney Beach	A long, pebbly beach known for its dramatic setting beneath Killiney Hill and views of Dalkey Island.	22
Dalkey Island Battery	A 19th-century coastal artillery battery located on Dalkey Island, part of historic defensive structures.	22
Muglins Lighthouse	A small but striking lighthouse located on a rocky islet off Dalkey Island, warning ships of shallow waters.	22
White Rock Beach	A hidden cove accessible by steps from Vico Road, offering swimming and sunbathing in a scenic location.	23
Vico Bathing Place	A historic and popular wild swimming spot nestled in a rocky inlet near Dalkey.	23
Bullock Harbour Cliff Jump	A popular local spot for cliff jumping into the sheltered waters of this historic fishing harbour.	24
Joyce Tower Museum	A Martello tower housing a museum dedicated to James Joyce, located at the opening of Ulysses in Sandycove.	25
Forty Foot	A historic sea swimming spot in Sandycove, famous for year-round bathing and literary connections.	25
Dún Laoghaire Harbour	A large 19th-century harbour with granite piers, marina, and promenade, popular for sailing and leisure walks	27
Seapoint Beach	A beach in Dublin popular with swimmers	28
Baily Lighthouse	An operational lighthouse situated on Howth Head, guiding ships into Dublin Bay.	29
Lion's Head	A prominent headland feature resembling a lion's profile, part of the Howth cliff landscape.	29
Baily Lighthouse View	A viewpoint providing stunning vistas of the Baily Lighthouse and surrounding sea.	30
Doldrum Beach	A small, secluded beach accessible via the Howth cliff paths, offering tranquillity and natural beauty.	30

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Candle Sticks	Tall rock pillars off the Howth coast, named for their slender appearance.	30
Jamesons Cove	A hidden cove along the Howth coastline, associated with the Jameson family.	30
Doldrum Walk Overlook	A vantage point along the cliff walk providing expansive sea views.	30
Deer Park	A public golf facility in Howth featuring an 18-hole course, pitch and putt, and panoramic coastal views	31
Howth Golf Club	A picturesque parkland course on Howth Hill, providing sweeping views over Dublin Bay and a tranquil playing experience.	31
Merrion Strand	A sandy beach popular with walkers	31
Balscadden House	A historic residence overlooking Balscadden Bay, associated with literary figures.	31
Puck's Rocks	Rock formations along the Howth coastline, named in local folklore.	31
Howth Cliff Walk	A scenic trail offering panoramic views of the Irish Sea and rugged cliffs.	31
Claremont Beach	A small beach near Howth Harbour, suitable for short walks and enjoying the seaside atmosphere.	32
Baltray Tennis Courts	A tennis facility near Baltray Beach, offering courts for local players and visitors.	32
Balscadden Bay Beach	A secluded pebble beach near Howth Head, ideal for quiet relaxation and swimming.	32
Elm Park Golf & Sports Club	An 18 hole golf course founded in 1925	32
Sutton Dinghy Club	A sailing club providing training and facilities for dinghy sailing enthusiasts.	32
Half Moon Swimming & Water Polo Club	An aquatic club providing access to open water swimming, water polo lessons, and community events	32
Irishtown Nature Park	A coastal nature reserve with walks through wetlands, meadows and along the shoreline	32
Mens Swimming Shelter	A historic spot in Sandycove popular for swimming	32
Poolbeg Lighthouse and the Great South Wall	A historic granite sea wall extending over 4km into Dublin Bay, ending at an 18th century lighthouse	32

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Footpath between Sandymount and the Great South Wall	A walking route between a beach and the Great South Wall, passing through Irishtown Nature Park, with coastal views and the opportunity to view birdlife	32
Sandymount Beach	A sandy beach with views of Dublin Bay	33
Dublin Bay	A natural bay with coastal views and the chance to view local wildlife	33
Sean Moore Park	An urban park featuring open green spaces and walking trails	33
North Bull Island Nature Reserve	A protected coastal habitat providing birdwatching opportunities	33
The Royal Dublin Golf Club	Golf club located on North Bull Island	33
Dollymount Strand / North Bull Island	Sandy beach popular with walkers	33
St. Anne's Golf Club	Golf course on the Bull Island Nature Reserve, with views of Dublin Bay	33
Clontarf Promenade	A waterfront walkway with coastal views and access to various beaches	34
Pure Magic Watersports	Centre offering experiences and classes in a variety of water sports	34
Sutton Strand	A coastal area offering walking paths and views across Dublin Bay	34
Clanna Gael Club	A sports club where visitors can take part in Gaelic games such as hurling	34
Poolbeg Yacht Club	A sailing hub providing marine access and sailing lessons	34
Sutton Golf Club	A historic golf club offering a mix of parkland and links-style holes with sea views.	34
Burrow Beach	A sandy beach stretching between Sutton and Howth, popular for swimming and sunbathing.	34
Sand Dunes Bay Beach	A beach area characterized by its natural sand dunes and diverse wildlife.	35
Portmarnock Golf Club	A prestigious links golf course renowned for its challenging layout and coastal scenery.	36
Portmarnock Beach	A popular beach offering expansive sands and views of Howth and Ireland's Eye.	36
Velvet Strand	A long, sandy beach known for its smooth sands and suitability for walking and water sports.	37

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Malahide Beach	A sandy beach ideal for walking and swimming, with views of Lambay Island.	39
Low Rock	A rocky outcrop popular for fishing and exploring marine life at low tide.	39
High Rock	A prominent rock formation offering panoramic views and opportunities for diving.	39
Corballis Bay Beach	A beach area adjacent to the golf course, featuring natural dunes and coastal habitats.	40
Corballis Links Golf Club	A traditional links golf course offering challenging play amidst coastal dunes.	41
Balcarrick Golf Club	A parkland golf course providing a variety of holes and scenic landscapes.	41
Lambay Castle	A historic castle located on Lambay Island, offering picturesque views, accessible by private boat	41
The Island Golf Club	A championship links golf course set among rugged dunes, offering challenging play and scenic views of the Irish Sea.	41
Donabate beach	A sandy beach stretching along the coast, suitable for walking, swimming, and enjoying sea views.	41
Tower Bay Beach	Tower Bay Beach – A secluded beach near Portrane, featuring a Martello tower and offering cliff walks with views of Lambay Island.	42
Ladies Beach	Ladies Beach – A small, sandy beach in Portrane, known for its tranquility and natural surroundings.	42
Portrane Beach	A 2 km sandy beach lined by dunes, popular for walks and swimming, with scenic views over Rogerstown Estuary.	43
Seaview Park	A residential area in Portrane offering seaside charm and proximity to coastal amenities.	43
North Beach	A wide sandy beach, perfect for walking and enjoying the views of Dublin Bay, popular for its peaceful setting.	46
Rush Harbour Beach	A beach adjacent to Rush Harbour, providing scenic views and opportunities for coastal walks.	46
Rush Harbour	A 19th-century L-shaped pier with a modern platform, serving as a venue for local festivals and maritime activities.	46
South Beach Rush	A gently sloping sandy beach backed by dunes, popular for kite surfing and family outings.	46
Rush Golf Club	A 9-hole links course offering scenic views and a challenging layout for golfers.	46

Attraction	Description	Closest Distance from Offshore Infrastructure (km)
Rush Sailing Club	A community sailing club founded in 1954, promoting sailing and water sports on Rogerstown Estuary.	46
Rogerstown Pier	A historic limestone pier built in the early 19th century, once serving the fishing industry and coal transport.	46
Rush North Beach	A 1 km sandy beach with dunes, offering activities like swimming and fishing, located north of Rogerstown Estuary.	47
Loughshinny Beach	A sandy beach popular for picnics and coastal walks, adjacent to a working harbour and notable geological formations.	48
Loughshinny Harbour	A small fishing harbour integral to the local economy, offering access to beach and headland walks.	48
St. Catherine's Bay Beach	A golden sandy beach ideal for sunbathing, swimming, and exploring rock pools, equipped with lifeguards and facilities.	48

Recreation Within 5 km of the Onshore Substation Site

41. Within 5 km of the onshore substation site at Poolbeg, there are some marine recreation activities. This includes recreational boating, with boats able to berth at Poolbeg Yacht Club Marine located less than 1km from the onshore substation site. (Eoceanic, 2025).

42. Pure Magic Water Sports, located 2km from the onshore substation site in Dollymount, offers activities in kitesurfing, paddle boarding and wing foiling (Visit Dublin, 2025). These activities are generally popular around Dollymount Strand, and Mens Swimming Shelter, located 1km away, is a beach spot which is marketed as a tranquil swimming area. Dublin Bay, adjacent to the onshore substation site, is also popular with visitors taking part in boating, sailing, kayaking and paddleboarding (Dublin Bay Biosphere, 2025).

43. Sandymount Beach is located within 1 km of the onshore substation site and is not marketed as areas with high levels of marine recreation due to the gradual slope of Sandymount Strand resulting in the water at the beach being too shallow for significant levels of swimming (Dublin City Council, 2025), meaning that, while there may be leisure activity undertaken by local people at this location, it is not a major recreational asset driving tourism to the area.

44. There are nineteen recreational assets located within 5km of the onshore substation site. **Table 29-M** outlines these assets and their distance from the onshore substation site. As all of these assets are also located within 50 km of the offshore infrastructure, descriptions of these assets are included in **Table 29-L**.

Table 29-M Dublin Recreational Assets

Attraction	Closest Distance from the Onshore Substation Site (km)
Poolbeg Lighthouse and the Great South Wall	0

Attraction	Closest Distance from the Onshore Substation Site (km)
Footpath between Sandymount and the Great South Wall	0
Irishtown Nature Park	0
Sandymount Beach	0
Dublin Bay	0
Half Moon Swimming & Water Polo Club	0
Sean Moore Park	0
Clanna Gael Club	0
Poolbeg Yacht Club	1
North Bull Island Nature Reserve	1
Mens Swimming Shelter	1
Clontarf Promenade	2
Pure Magic Watersports	2
Merrion Strand	2
The Royal Dublin Golf Club	2
Dollymount Strand	3
Elm Park Golf & Sports Club	3
St. Anne's Golf Club	4
Seapoint Beach	5

29.6.6 Socioeconomics

Section 29.6.6 remains unchanged.

29.6.7 Predicted future baseline OTI

Section 29.6.7 remains unchanged.

29.6.8 Predicted future baseline offshore infrastructure.

Section 29.6.8 remains unchanged.

29.7 Scope of the assessment

Section 29.7 remains unchanged except for Table 29-16 which is replaced by Table 29-N below and Table 29-17 which is replaced by Table 29-O below. For Table 29-16, there is an update to impacts considered during the operation and maintenance phase. For Table 29-17, there is an update to the approach on impacts scoped out of the assessment.

This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Table 29-N Potential impacts scoped into the assessment

Impact no.	Description of Impact	Notes
Construction		
Recreational Amenity		
Impact 1:	Impacts on onshore and nearshore recreational receptors during the construction of the OTI and landfall.	Considers the extent to which access to and the enjoyment of onshore and nearshore recreational receptors / activity may be affected by construction phase activities, i.e., due to severance of access routes, increased traffic and dust emissions.
Tourism economy		
Impact 2:	Impact on the tourism economy during the construction phase of the offshore infrastructure.	This relates to potential impacts on the tourism economy resulting from construction activities associated with the offshore infrastructure.
Socioeconomics		
Impact 3:	Economic effects associated with construction of the CWP Project.	This impact considers the CWP Project (onshore and offshore combined) for the construction phase. Gross value-add (GVA and full time equivalent (FTE) years considered. Refer to the following report for supporting information: • **Appendix 29.3 Economic Impact Analysis.**
Operation and Maintenance		
Recreational Amenity		
Impact 1:	Impacts on onshore and nearshore recreational receptors during the O&M phase of the OTI and landfall.	Considers the extent to which access to and the enjoyment of onshore and nearshore recreational receptors / activity may be affected by O&M phase activities, i.e., due to severance of access routes, increased traffic and dust emissions.
Tourism economy		
Impact 2:	Impact on the tourism economy during the O&M	This relates to potential impacts on the tourism economy resulting from construction activities associated with the offshore infrastructure.

Impact no.	Description of Impact	Notes
	phase of the offshore infrastructure.	
Socioeconomics		
Impact 3:	Economic effects associated with the O&M phase of the CWP Project.	This impact considers the CWP Project (onshore and offshore combined) for the O&M phase. GVA and FTE years considered. Refer to the following report for supporting information: **Appendix 29.3 Economic Impact Analysis.**
Decommissioning		
Recreational Amenity		
Impact 1:	Impacts on onshore and nearshore recreational receptors during the decommissioning phase of the OTI and landfall.	Considers the extent to which access to and the enjoyment of onshore and nearshore recreational receptors / activity may be affected by decommissioning phase activities, i.e., due to severance of access routes, increased traffic and dust emissions.
Tourism economy		
Impact 2:	Impact on the tourism economy during the decommissioning phase of the offshore infrastructure.	This relates to potential impacts on the tourism economy resulting from decommissioning phase activities associated with the offshore infrastructure.
Socioeconomics		
Impact 3:	Economic effects associated with the decommissioning of the CWP Project.	Potential decommissioning phase impacts on the surrounding economy.

Table 29-O Potential Impacts Scoped Out of the Assessment

Description of Impact	Justification for Scoping Out
Impacts to demographic profile	There is employment associated with all phases of the development. However, the levels of employment would not be considered to have any discernible effects on existing local population numbers or population profile during the construction, operational and decommissioning phases. This was not considered further in the assessment.
Impacts on the tourism economy associated with the OTI and landfall (construction, O&M and decommissioning phases)	From a tourism perspective, the Poolbeg Peninsula was considered relatively detached from the predominant tourist hub of the city, which is focused on the Dublin City Centre area including College Green, Dame Street, Grafton Street and O'Connell Street etc. The area surrounding the OTI is not an area reliant on or designed towards a tourist economy. Impacts associated with the OTI are not

Description of Impact	Justification for Scoping Out
	predicted to have significant effects and therefore has been scoped out of the assessment. Overall, the potential for impacts to on the tourism economy are not predicted to have significant effects and therefore have been scoped out of the assessment.
Impacts on residential receptors as a result of the CWP Project (construction, O&M, and decommissioning phases)	This impact relates to potential construction and O&M phase impacts on residential receptors (such as dust emissions, visual impacts, traffic levels and noise levels). These effects are addressed in their respective topic specific chapters: • Chapter 15 Seascape Landscape and Visual Impact Assessment; • Chapter 23 Landscape Visual Impact Assessment; • Chapter 24 Noise and Vibration; • Chapter 25 Air Quality; and • Chapter 27 Traffic and Transportation. This was not considered further and was scoped out of this assessment

29.8 Assessment parameters

Section 29.8 remains unchanged.

29.9 Primary mitigation measures

Section 29.9 remains unchanged.

29.10 Impact assessment

29.10.1 Construction phase

Impact 1 and Impact 2 are replaced in their entirety. The updated details are outlined below. There are no changes to Impact 3.

Impact 1: Impacts on onshore and nearshore recreational receptors during the construction of the OTI and landfall

This section is replaced in its entirety by paragraphs 45 to 53 and Table 29-P to Table 29-R below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

45. This assessment has considered whether the construction of the OTI and landfall would affect any of the recreational assets within 5km of the onshore substation site identified in **Section 29.6.5**.

Receptor Sensitivity

46. In line with the definitions of sensitivity outlined in **Table 29-C**, the sensitivities of the recreational assets are outlined in **Table 29-P**.

Table 29-P Sensitivity of Recreational Receptors

Attraction	Sensitivity	Rationale
Poolbeg Lighthouse and the Great South Wall	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Footpath between Sandymount and the Great South Wall	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Irishtown Nature Park	Low	The asset is influenced by a single environmental condition to attract visitors
Sandymount Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Dublin Bay	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Half Moon Swimming & Water Polo Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Sean Moore Park	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Clanna Gael Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Poolbeg Yacht Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
North Bull Island Nature Reserve	Low	The asset is influenced by a single environmental condition to attract visitors
Mens Swimming Shelter	Low	The asset is influenced by a single environmental condition to attract visitors
Clontarf Promenade	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Pure Magic Watersports	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Merrion Strand	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
The Royal Dublin Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dollymount Strand	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Elm Park Golf & Sports Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity	Rationale
St. Anne's Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Seapoint Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Magnitude of Impact

47. The magnitude of impacts on the recreational assets is dependent on significant effects identified by chapters outlined in **Section 29.4**. Where no significant effects have been identified by other chapters, this is indicated in **Table 29-Q** with an X. Where a potential significant effect has been identified, this is indicated with a ✓.

Table 29-Q Significant Effects Identified on Recreation Assets

Attraction	SLVIA	LVIA	Noise and Vibration	Air Quality	Traffic and Transport
Poolbeg Lighthouse and the Great South Wall	X	X	X	X	X
Footpath between Sandymount and the Great South Wall	X	✓	X	X	x
Irishtown Nature Park	X	X	X	X	X
Sandymount Beach	X	✓	X	X	X
Dublin Bay	X	X	X	X	X
Half Moon Swimming & Water Polo Club	X	X	X	X	X
Sean Moore Park	X	X	X	X	X
Clanna Gael Club	X	X	X	X	X
Poolbeg Yacht Club	X	X	X	X	X
North Bull Island Nature Reserve	X	X	X	X	X

Attraction	SLVIA	LVIA	Noise and Vibration	Air Quality	Traffic and Transport
Mens Swimming Shelter	X	X	X	X	X
Clontarf Promenade	X	X	X	X	X
Pure Magic Watersports	X	X	X	X	X
Merrion Strand	X	X	X	X	X
The Royal Dublin Golf Club	X	X	X	X	X
Dollymount Strand	X	X	X	X	X
Elm Park Golf & Sports Club	X	X	X	X	X
St. Anne's Golf Club	X	X	X	X	X
Seapoint Beach	X	X	X	X	X

48. Where no significant environmental effects during construction have been identified, the magnitude on the impact of these assets is assessed as negligible.

49. It is expected that Sandymount Beach and the footpath between Sandymount and the Great South Wall will experience Moderate (significant) visual impacts as a result of works at the landfall area and onshore substation site during the construction phase. These effects are expected to be short-term and localised, which are already in an industrial area and not a key driver of visits to these assets. The magnitude of the impact on recreational activity at these assets is therefore assessed as negligible.

Significance of the Effect

50. Based on the assessment of both magnitude and sensitivity, the effect of the OTI and landfall construction phase on recreation assets has been assessed below in **Table 29-R**.

51. Considering that the visual impacts towards the industrial cluster at the port is highly unlikely to be a driver of activities in these areas, the magnitude of any impact has been assessed as negligible for tourists or recreational users of these assets. It is predicted that these assets will experience an undetectable change of behaviour of visitors or users.

Table 29-R Significance of Effect on Recreational Receptors During Construction

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not significant in EIA terms)
Sandymount Beach	Low	Negligible	Not Significant (Not significant in EIA terms)
Dublin Bay	Low	Negligible	Not Significant (Not significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not significant in EIA terms)
Mens Swimming Shelter	Low	Negligible	Not Significant (Not significant in EIA terms)
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Merrion Strand	Low	Negligible	Not Significant (Not significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Dollymount Strand	Low	Negligible	Not Significant (Not significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
St. Anne's Golf Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not significant in EIA terms)

Additional Mitigation

52. As the effects of the construction of the CWP Project on recreation assets of the within 5km of the onshore substation site have been assessed as **Imperceptible** to **Not Significant** (which are not significant in EIA terms), no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

53. The significance of the effect of the construction phase on recreational assets within 5 km of the onshore substation site have been assessed as **Imperceptible** to **Not Significant**, which is not significant in EIA terms. No additional mitigation to that already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on recreational assets associated with the OTI and landfall during the construction phase was predicted to be **Imperceptible** to **Not Significant,** which is not significant in EIA terms**.**

Impact 2: Impacts on the tourism economy during the construction phase of the offshore infrastructure

This section is replaced in its entirety by paragraphs 54 to 64 and Table 29-S to Table 29-V below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Receptor Sensitivity

54. In line with the definitions of sensitivity outlined in **Table 29-D**, the sensitivity of the tourism economy of the TRSA has been assessed as Negligible.

55. In line with the definitions of sensitivity outlined in **Table 29-C**, the sensitivities of the recreational assets located within 50 km of the Offshore Infrastructure in County Wicklow are outlined in **Table 29-S,** in County Wexford in **Table 29-T** and in County Dublin **Table 29-U**.The sensitivities of assets also located within 5 km of the onshore substation site are located in **Table 29-P**.

Table 29-S Receptor sensitivities, Wicklow

Attraction	Sensitivity of Receptor	Rationale
Marine Recreation within 15km of the Array Area	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Powerscourt House, Gardens & Waterfall	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Glendalough Monument & Site	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Beyond the Trees Avondale	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Russborough House & Parklands	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Kilmacurragh Gardens	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Glendalough Visitor Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Wicklow's Historic Gaol	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Mount Usher Gardens	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Powerscourt Distillery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Greystones to Wicklow Trail	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Wicklow Head "Front" Lighthouse	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Wicklow Head Old Lighthouse	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Wicklow Harbour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Silverstrand	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Wicklow Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Black Castle	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Travelahawk Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Newcastle Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Kilcoole Beach/Cooldross Lower Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Greystones Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Major's Cove	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Magheramore Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Blainroe Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Blainroe Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Bray Head	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Bray-Greystone Cliff Walk	Low	Environmental conditiitions have a minor influence on the ability of the asset to accommodate visitors
Greystones Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Druids Glen Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Delgany Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Bray Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Sealife Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Bray Promenade and Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Little Sugar Loaf	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Brittas Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Great Sugar Loaf	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Dublin Mountain Way	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Carrickgollogan	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
The European Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Wicklow Way	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Sallymount Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Ardanairy Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Djouce Mountain	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Ennereilly Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Johnstown Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Three Rock	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Howth Head Loop	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Porter's Rock Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
North Bull Wall	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Arklow North Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
The Cove	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Arklow Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Brockagh Mountain	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Clogga Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

56. In line with the definitions of sensitivity outlined in **Table 29-C,** the sensitivities of the recreational assets located within 50 km of the offshore infrastructure in County Wexford are outlined in **Table 29-T**.

Table 29-T Receptor Sensitivities, Wexford

Attraction	Sensitivity of Receptor	Rationale
Kia Ora Mini Farm	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Wexford Lavender Farm	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Kilmichael Point	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Clone Strand	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Kilbegnet Bay Beach	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Kildermot Bay Beach	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Ballymoney Beach	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Tara Glen Golf & Country Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Courtown Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Courtown Sailing Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Courtown Beach	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Gorey School of Kayaking	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The Parade Bay Beach	Low	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Courtown Sea Angling Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Courtown Harbour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

57. In line with the definitions of sensitivity outlined in **Table 29-C**, the sensitivities of the assets located within 50 km of the offshore infrastructure in County Dublin are outlined in **Table 29-U**.

Table 29-U Receptor Sensitivities, Dublin

Attraction	Sensitivity of Receptor	Rationale
Phoenix Park Visitor Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Guinness Storehouse	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dublin Zoo	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Gallery of Ireland	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Book of Kells	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Irish Museum of Modern Art	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Dublin Castle	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Botanic Gardens	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Museum of Ireland - Archaeology	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Chester Beatty Library	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Museum of Ireland - Decorative Arts & History	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Museum of Ireland - Natural History	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Farmleigh House & Estate	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
EPIC The Irish Emigration Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Jameson Distillery Bow St.	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
St Patrick's Cathedral	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Kilmainham Gaol	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Christ Church Cathedral	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dublin City Gallery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dublinia	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Malahide Castle & Gardens	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Newbridge House & Farm	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Teeling Whiskey Distillery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Airfield Estate	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The Little Museum of Dublin	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Irish Whiskey Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The GAA Museum & Croke Park Stadium Tour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The National Wax Museum Plus	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
GPO IEC Witness History	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Gallery of Photography	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Farmleigh House	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Jeanie Johnston Tall Ship/Famine Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
National Print Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
MoLi Museum of Literature Ireland	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Glasnevin Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Marsh's Library	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
St. Audoen's Church	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
14 Henrietta Street	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Pearse Lyons Whiskey Distillery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Roe & Co Whiskey Distillery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Pearse Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dublin City Hall	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Casino Model Railway Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Grangegorman Military Cemetery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Dalkey Castle & Heritage Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Custom House	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
James Joyce Cultural Centre	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Rascals	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Casino Marino	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The National Leprechaun Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Rathfarnham Castle	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Drimnagh Castle	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Irish Architectural Archive	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dublin Liberties Distillery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Freemasons' Hall Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Áras an Uachtaráin	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Irish Jewish Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Woodbrook Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Shankill Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Shanganagh Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Killiney Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Dalkey Island Battery	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Muglins Lighthouse	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
White Rock Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Vico Bathing Place	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Bullock Harbour Cliff Jump	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Joyce Tower Museum	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Forty Foot	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Dún Laoghaire Harbour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Seapoint Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Baily Lighthouse	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Lion's Head	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Baily Lighthouse View	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Doldrum Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Candle Sticks	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Jamesons Cove	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Doldrum Walk Overlook	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Deer Park GolfHowth Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Merrion Strand	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Balscadden House	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Puck's Rocks	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Howth Cliff Walk	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Claremont Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Baltray Tennis Courts	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Balscadden Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Elm Park Golf & Sports Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Sutton Dinghy Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Half Moon Swimming & Water Polo Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Sutton Strand	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Sutton Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Burrow Beach	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Sand Dunes Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Portmarnock Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Portmarnock Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Velvet Strand	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Malahide Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Low Rock	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
High Rock	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Corballis Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Corballis Links Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Balcarrick Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Lambay Castle	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
The Island Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Donabate beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Attraction	Sensitivity of Receptor	Rationale
Tower Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Ladies Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Portrane Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Seaview Park	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
North Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Rush Harbour Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Rush Harbour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
South Beach Rush	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Rush Golf Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Rush Sailing Club	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Rogerstown Pier	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
Rush North Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Loughshinny Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors
Loughshinny Harbour	Negligible	Environmental conditions have a negligible influence on the ability of the asset to accommodate visitors
St. Catherine's Bay Beach	Low	Environmental conditions have a minor influence on the ability of the asset to accommodate visitors

Magnitude of Impact

58. The magnitude of impacts on the assets is dependent on significant effects identified in chapters outlined in **Section 29.4**. During construction, there were no significant effects identified by these chapters which would affect the tourism assets identified within 50 km of the offshore infrastructure.

59. As no significant effects were identified by other chapters during construction on these assets, it is not expected that they will experience a change in activity during construction. The magnitude of the impact of the CWP Project on these assets is therefore assessed as negligible.

60. As the magnitude of the impacts on tourism and recreation assets within 50 km of the offshore infrastructure were assessed as low to negligible, it is not expected that the tourism economies of County Wicklow, County Wexford, or Dublin will be impacted by the CWP Project. The magnitude of the impact on the tourism of the TRSA during construction is therefore assessed as **negligible.**

Significance of the Effect

61. Based on the assessment of both magnitude and sensitivity, the effect of the CWP Project's construction on tourism and recreation assets has been assessed below in **Table 29-V**.

62. As the significance of effects on tourism and recreation assets in the TRSA were assessed as **Imperceptible** to **Not Significant** (not significant in EIA terms), the overall effect of the CWP Project during construction on the tourism economy of the TRSA is assessed as **Imperceptible (**Not Significant in EIA terms**).**

Table 29-V Assessment of Significance on Tourism and Recreation Assets, Construction

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Marine Recreation within 15km of the Array Area	Low	Negligible	Not Significant (Not Significant in EIA terms)
Powerscourt House, Gardens & Waterfall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Monument & Site	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Beyond the Trees Avondale	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Russborough House & Parklands	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmacurragh Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow's Historic Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Mount Usher Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Powerscourt Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Greystones to Wicklow Trail	Low	Negligible	Not Significant (Not Significant in EIA terms)
Wicklow Head "Front" Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Head Old Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Wicklow Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Silverstrand	Low	Negligible	Not Significant (Not Significant in EIA terms))
Wicklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Black Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Travelahawk Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Newcastle Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kilcoole Beach/Cooldross Lower Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Greystones Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Major's Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Magheramore Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Blainroe Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Blainroe Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bray Head	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bray-Greystone Cliff Walk	Low	Negligible	Not Significant (Not Significant in EIA terms)
Greystones Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Druids Glen Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Delgany Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Sealife Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Promenade and Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Little Sugar Loaf	Low	Negligible	Not Significant (Not Significant in EIA terms)
Brittas Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Great Sugar Loaf	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dublin Mountain Way	Low	Negligible	Not Significant (Not Significant in EIA terms)
Carrickgollogan	Low	Negligible	Not Significant (Not Significant in EIA terms)
The European Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Way	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sallymount Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ardanairy Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Djouce Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ennereilly Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Johnstown Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Three Rock	Low	Negligible	Not Significant (Not Significant in EIA terms)
Howth Head Loop	Low	Negligible	Not Significant (Not Significant in EIA terms)
Porter's Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Bull Wall	Low	Negligible	Not Significant (Not Significant in EIA terms)
Arklow North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Arklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Brockagh Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Clogga Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kia Ora Mini Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wexford Lavender Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmichael Point	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clone Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kilbegnet Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kildermot Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ballymoney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Tara Glen Golf & Country Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Gorey School of Kayaking	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Parade Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Courtown Sea Angling Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Phoenix Park Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Guinness Storehouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Zoo	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Gallery of Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Book of Kells	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Museum of Modern Art	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Botanic Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Archaeology	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Chester Beatty Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Decorative Arts & History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Natural History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Farmleigh House & Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
EPIC The Irish Emigration Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jameson Distillery Bow St.	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St Patrick's Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmainham Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Christ Church Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Gallery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublinia	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Malahide Castle & Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Newbridge House & Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Teeling Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Airfield Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
The Little Museum of Dublin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Whiskey Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The GAA Museum & Croke Park Stadium Tour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Wax Museum Plus	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
GPO IEC Witness History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Gallery of Photography	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Farmleigh House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jeanie Johnston Tall Ship/Famine Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Print Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
MoLi Museum of Literature Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glasnevin Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Marsh's Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Audoen's Church	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
14 Henrietta Street	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pearse Lyons Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Roe & Co Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pearse Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Hall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Model Railway Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Grangegorman Military Cemetery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Dalkey Castle & Heritage Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Custom House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
James Joyce Cultural Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rascals	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Marino	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Leprechaun Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rathfarnham Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Drimnagh Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Architectural Archive	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Liberties Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Freemasons' Hall Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Áras an Uachtaráin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Jewish Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Woodbrook Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Shankill Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Shanganagh Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Killiney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dalkey Island Battery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Muglins Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
White Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Vico Bathing Place	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bullock Harbour Cliff Jump	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Joyce Tower Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Forty Foot	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dún Laoghaire Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baily Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lion's Head	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Baily Lighthouse View	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Doldrum Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Candle Sticks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jamesons Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Doldrum Walk Overlook	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Deer Park GolfHowth Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Merrion Strand	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balscadden House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Puck's Rocks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Howth Cliff Walk	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Claremont Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baltray Tennis Courts	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Balscadden Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Dinghy Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sutton Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Burrow Beach	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sand Dunes Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Portmarnock Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Portmarnock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Velvet Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Malahide Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Low Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
High Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Corballis Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Corballis Links Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balcarrick Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lambay Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Island Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Donabate beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Tower Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ladies Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Portrane Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Seaview Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
South Beach Rush	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rogerstown Pier	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Catherine's Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sandymount Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dublin Bay	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not Significant in EIA terms)
Mens Swimming Shelter	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Merrion Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dollymount Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Anne's Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Additional Mitigation

63. As significance of effects of the construction of the CWP Project on tourism and recreation assets located within 50 km of the Offshore Infrastructure has been assessed as **Imperceptible** to **Not Significant** (not significant in EIA terms), and the significance of the effect on the tourism economy of the TRSA has been assessed as **Imperceptible** (Not Significant), no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

64. The significance of the effects of the construction phase on the tourism economy of the TRSA has been assessed as **Imperceptible,** which is not significant in EIA terms. No additional mitigation to that

already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on tourism and recreation assets and the tourism economy of the TRSA during the construction phase was predicted to be **Imperceptible**, which is not significant in EIA terms**.**

Impact 3: Economic effects associated with construction of the CWP Project

This section remains unchanged.

29.10.2 Operational phase

Impact 1 and Impact 2 are replaced in their entirety. The updated details are outlined below. There are no changes to Impact 3.

Impact 1: Impacts on onshore and nearshore recreational receptors during the O&M phase of the OTI and landfall

This section is replaced in its entirety by paragraphs 65 to 70 and Table 29-W below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Receptor Sensitivity

65. The sensitivity of recreational receptors is outlined in **Table 29-P.**

Magnitude of Impact

66. The magnitude of impacts on the recreational assets is dependent on significant effects identified in chapters outlined in Section 29.4. During operation, there were no significant effects identified by these chapters which would affect the recreational assets identified within 5 km of the onshore substation site.

67. As no significant effects were identified by other chapters during O&M on the identified recreational assets, it is not expected that they will experience a change in activity during O&M. The magnitude of the impact of the CWP Project on these assets is therefore assessed as negligible.

Significance of the Effect

68. Based on the assessment of both magnitude and sensitivity, the effect of the CWP Project's operation and maintenance on recreation assets has been assessed below in **Table 29-W**. As with the construction phase, there are no significant environmental effects identified at these locations and therefore the effects have been assessed as not significant for all receptors.

Table 29-W Significance of Effect on Recreational Receptors during O&M

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not significant in EIA terms
Sandymount Beach	Low	Negligible	Not Significant (Not significant in EIA terms
Dublin Bay	Low	Negligible	Not Significant (Not significant in EIA terms
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not significant in EIA terms
Mens Swimming Shelter	Low	Negligible	Not Significant (Not significant in EIA terms
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Merrion Strand	Low	Negligible	Not Significant (Not significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)

Additional Mitigation

69. As the effect of the O&M phase of the CWP Project on recreational assets within 5km of the onshore substation site has been assessed as **Imperceptible** to **Not Significant** (not significant in EIA terms), no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

70. The significance of the effects of the O&M phase on recreational assets within 5 km of the onshore substation site has been assessed as **Imperceptible** to **Not Significant,** which is not significant in EIA terms. No additional mitigation to that already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on recreational assets within 5km of the onshore substation site during the O&M phase was predicted to be **Imperceptible** to **Not Significant,** which is not significant in EIA terms**.**

Impact 2: Impacts on the tourism economy during the O&M phase of the offshore infrastructure

This section is replaced in its entirety by paragraphs 71 to 95 and Table 29-X and Table 29-Y below. This revision has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Receptor Sensitivity

71. Sensitivities of the tourism assets in the TRSA are outlined in **Table 29-P**, **Table 29-S**, **Table 29-T**, and **Table 29-U.**

Magnitude of Impact

72. The magnitude of impacts on the tourism assets is dependent on significant effects identified in chapters outlined in **Section 29.4**.

73. Where no significant effects have been identified, this is indicated in **Table 29-X** with an X. Where a potential significant effect has been identified, this is indicated with a ✓.

74. Details relating to visual effects have been informed by **Chapter 15 Seascape, Landscape and Visual Impact Assessment.** This has included the assessment of Visual Receptor Groups, Key Routes and Viewpoints. Visual Receptor Groups were grouped by **Chapter 15** into discrete geographic areas based on settlement hierarchy, broadly similar characteristics (e.g., topography, land cover, orientation and distance) and predicted visibility of the proposed development. Significant visual effects identified for Visual Receptor Groups have been taken into account in the assessment, where a tourism and recreation asset is located within the geographic area of that Group. However, it is noted that the significant effect is assigned to the overarching Group and the not the asset specifically.

75. As noted in **Chapter 24 Noise and Vibration** noise and vibration impacts due to offshore infrastructure during O&M was scoped out of the assessment.

76. As noted in **Chapter 25 Air Quality**, air quality impacts during O&M were scoped out of the assessment.

77. As noted in **Chapter 27 Traffic and Transport**, traffic and transport impacts during the O&M phase were scoped out of the assessment.

Table 29-X Significant Effects Identified on Tourism and Recreation Assets, O&M

Attraction	SLVIA
Marine Recreation within 15km of the Array Area (in the context of Visual Receptor Group (VRG 9)	✓
Powerscourt House, Gardens & Waterfall	X
Glendalough Monument & Site	X
Beyond the Trees Avondale	X
Russborough House & Parklands	X
Kilmacurragh Gardens	X
Glendalough Visitor Centre	X
Wicklow's Historic Gaol (in the context of VRG 5)	✓
Mount Usher Gardens	X
Powerscourt Distillery	X
Greystones to Wicklow Trail (Key Route)	✓
Wicklow Head "Front" Lighthouse (in the context of VRG 5)	✓
Wicklow Head Old Lighthouse (in the context of VRG 5)	✓
Wicklow Harbour (Viewpoint 13)	✓
Silverstrand (in the context of VRG 8)	✓
Wicklow Golf Club (in the context of VRG 5)	✓
Black Castle (in the context of VRG 5)	✓
Travelahawk Beach (in the context of VRG 5)	✓
Newcastle Beach (Viewpoint 12)	✓
Kilcoole Beach/Cooldross Lower Bay Beach (Viewpoint 11)	✓
Greystones Beach (Viewpoint 26)	✓

Attraction	SLVIA
Major's Cove (in the context of VRG 5)	✓
Magheramore Beach (Viewpoint 23)	✓
Blainroe Golf Club (in the context of VRG 8)	✓
Blainroe Beach (in the context of VRG 8)	✓
Bray Head (Viewpoint 8)	✓
Bray-Greystone Cliff Walk (Key Route)	✓
Greystones Golf Club (in the context of VRG 4)	✓
Druids Glen Golf Club (in the context of VRG 5)	✓
Delgany Golf Club (in the context of VRG 6)	✓
Bray Golf Club (in the context of VRG 3)	✓
National Sealife Centre	X
Bray Promenade and Beach	X
Little Sugar Loaf (in the context of VRG 6)	✓
Brittas Bay Beach	X
Great Sugar Loaf (Viewpoint 9)	✓
Dublin Mountain Way (in the context of VRG 2+6)	✓
Carrickgollogan	X
The European Club	X
Wicklow Way	X
Sallymount Bay Beach	X
Ardanairy Bay Beach	X
Djouce Mountain	X
Ennereilly Beach	X

Attraction	SLVIA
Johnstown Bay Beach	X
Three Rock	X
Howth Head Loop	X
Porter's Rock Beach	X
North Bull Wall	X
Arklow North Beach	X
The Cove	X
Arklow Golf Club	X
Brockagh Mountain	X
Clogga Beach	X
Kia Ora Mini Farm	X
Wexford Lavender Farm	X
Kilmichael Point	X
Clone Strand	X
Kilbegnet Bay Beach	X
Kildermot Bay Beach	X
Ballymoney Beach	X
Tara Glen Golf & Country Club	X
Courtown Golf Club	X
Courtown Sailing Club	X
Courtown Beach	X
Gorey School of Kayaking	X
The Parade Bay Beach	X
Courtown Sea Angling Centre	X
Courtown Harbour	X
Phoenix Park Visitor Centre	X
Guinness Storehouse	X
Dublin Zoo	X
National Gallery of Ireland	X
Book of Kells	X
Irish Museum of Modern Art	X
Dublin Castle	X
National Botanic Gardens	X

Attraction	SLVIA
National Museum of Ireland - Archaeology	X
Chester Beatty Library	X
National Museum of Ireland - Decorative Arts & History	X
National Museum of Ireland - Natural History	X
Farmleigh House & Estate	X
EPIC The Irish Emigration Museum	X
Jameson Distillery Bow St.	X
St Patrick's Cathedral	X
Kilmainham Gaol	X
Christ Church Cathedral	X
Dublin City Gallery	X
Dublinia	X
Malahide Castle & Gardens	X
Newbridge House & Farm	X
Teeling Whiskey Distillery	X
Airfield Estate	X
The Little Museum of Dublin	X
Irish Whiskey Museum	X
The GAA Museum & Croke Park Stadium Tour	X
The National Wax Museum Plus	X
GPO IEC Witness History	X
Gallery of Photography	X
Farmleigh House	X
Jeanie Johnston Tall Ship/Famine Museum	X
National Print Museum	X
MoLi Museum of Literature Ireland	X
Glasnevin Museum	X
Marsh's Library	X
St. Audoen's Church	X
14 Henrietta Street	X
Pearse Lyons Whiskey Distillery	X
Roe & Co Whiskey Distillery	X
Pearse Museum	X

Attraction	SLVIA
Dublin City Hall	X
Casino Model Railway Museum	X
Grangegorman Military Cemetery	X
Dalkey Castle & Heritage Centre	X
Custom House	X
James Joyce Cultural Centre	X
Rascals	X
Casino Marino	X
The National Leprechaun Museum	X
Rathfarnham Castle	X
Drimnagh Castle	X
Irish Architectural Archive	X
Dublin Liberties Distillery	X
Freemasons' Hall Museum	X
Áras an Uachtaráin	X
Irish Jewish Museum	X
Woodbrook Golf Club	X
Shankill Beach	X
Shanganagh Bay Beach	X
Killiney Beach	X
Dalkey Island Battery	X
Muglins Lighthouse	X
White Rock Beach	X
Vico Bathing Place	X
Bullock Harbour Cliff Jump	X
Joyce Tower Museum	X
Forty Foot	X
Dún Laoghaire Harbour	X
Seapoint Beach	X
Baily Lighthouse	X
Lion's Head	X
Baily Lighthouse View	X
Doldrum Beach	X

Attraction	SLVIA
Candle Sticks	X
Jamesons Cove	X
Doldrum Walk Overlook	X
Deer Park GolfHowth Golf Club	X
Merrion Strand	X
Balscadden House	X
Puck's Rocks	X
Howth Cliff Walk	X
Claremont Beach	X
Baltray Tennis Courts	X
Balscadden Bay Beach	X
Elm Park Golf & Sports Club	X
Sutton Dinghy Club	X
Half Moon Swimming & Water Polo Club	X
Sutton Strand	X
Sutton Golf Club	X
Burrow Beach	X
Sand Dunes Bay Beach	X
Portmarnock Golf Club	X
Portmarnock Beach	X
Velvet Strand	X
Malahide Beach	X
Low Rock	X
High Rock	X
Corballis Bay Beach	X
Corballis Links Golf Club	X
Balcarrick Golf Club	X
Lambay Castle	X
The Island Golf Club	X
Donabate beach	X
Tower Bay Beach	X
Ladies Beach	X
Portrane Beach	X

Attraction	SLVIA
Seaview Park	X
North Beach	X
Rush Harbour Beach	X
Rush Harbour	X
South Beach Rush	X
Rush Golf Club	X
Rush Sailing Club	X
Rogerstown Pier	X
Rush North Beach	X
Loughshinny Beach	X
Loughshinny Harbour	X
St. Catherine's Bay Beach	X
Poolbeg Lighthouse and the Great South Wall	X
Footpath between Sandymount and the Great South Wall	X
Irishtown Nature Park	X
Sandymount Beach	X
Dublin Bay	X
Half Moon Swimming & Water Polo Club	X
Sean Moore Park	X
Clanna Gael Club	X
Poolbeg Yacht Club	X
North Bull Island Nature Reserve	X
Mens Swimming Shelter	X
Clontarf Promenade	X
Pure Magic Watersports	X
Merrion Strand	X
The Royal Dublin Golf Club	X
Dollymount Strand	X
Elm Park Golf & Sports Club	X
St. Anne's Golf Club	X
Seapoint Beach	X

78. Where no significant environmental effects during the O&M phase have been identified, the magnitude on the impact of these assets is assessed as **negligible.**

79. **Chapter 15 SLVIA** identified a significant visual effect on Visual Receptor Group 5, which encompasses Wicklow Head "Front" Lighthouse and Wicklow Head Old Lighthouse, Overall this receptor group will experience significant visual effects during the O&M phase. However, as the main motivation to visit the lighthouses, to see the historical structures, will not be impacted by the CWP Project's development, it is not expected that they will experience a change in visitor activity. The magnitude of impact is therefore assessed as **negligible.**

80. Visual Receptor Group 5 also encompasses Black Castle. However, as the main motivation to visit, to view the ruins of the castle, would not be impacted, it is not expected that this attraction will experience a change in activity. The magnitude of impact is therefore assessed as negligible.

81. Also encompassed by Visual Receptor Group 5 is Wicklow's Historic Gaol. However, as the attraction is indoors and the main motivation to visit, to learn about the life of prisoners in the 18th-20th centuries, will not be impacted by the CWP Project, it is not expected that this asset will experience a change in activity, and the magnitude of the impact is assessed as negligible**.**

82. A number of golf courses are encompassed within Visual Receptor Groups that would experience significant visual impacts. This includes:

- Bray Golf Club (located within Visual Receptor Group 3);
- Greystones Golf Club (located within Visual Receptor Group 4);
- Wicklow Golf Club (located within Visual Receptor Group 5);
- Druids Glen Golf Club (located within Visual Receptor Group 5);
- Delgany Golf Club (located within Visual Receptor Group 6);
- Blainroe Golf Club (located within Visual Receptor Group 8).

83. As the main reason tourists may visit these attractions, to take part in golf and use the courses, would not be impacted by the CWP Project, it is not expected that they will experience a significant change in activity. The magnitude of the impact is therefore assessed as negligible**.**

84. A number of beaches in Wicklow are encompassed within Visual Receptor Groups that would experience significant visual impacts. This includes:

- Travelahawk Beach (located within Visual Receptor Group 5);
- Major's Cove (located within Visual Receptor Group 5);
- Blainroe Beach (located within Visual Receptor Group 8)
- Silverstrand (located within Visual Receptor Group 8);
- Kilcoole Beach/Cooldross Lower Bay Beach (Viewpoint 11);
- Newcastle Beach (Viewpoint 12);
- Magheramore Beach (Viewpoint 23); and
- Greystones Beach (Viewpoint 26).

85. It is also expected that anyone taking part in marine recreation within 15km of the array area will experience significant visual impacts as this area is encompassed by Visual Receptor Group 9.

86. The ability of visitors to beaches to take part in activities such as walking, viewing wildlife and undertaking water sports such as kayaking, swimming and angling, will not be impacted by the CWP Project. It is also not expected that the ability of visitors to take part in marine recreation within 15km of the Array Area will be impacted by the CWP Project. The personal preferences of some visitors to these locations may be to not see any offshore wind turbines, and so there is the potential for some visitors to change their behaviour. In similar cases, such as Lynn Offshore Wind Farm and Inner Dowsing, which became operational in 2008, local beaches along the East Lindsey Coastal Strip with visibility of these projects did not experience adverse impacts on tourism activity, with employment in tourism in East Lincolnshire, largely driven by the coastal strip, increasing between 2007 and 2009

(Greater Lincolnshire LEP, 2013). It is therefore expected that the change in tourism activity will be minor, if any. The magnitude of the impact on these assets is therefore assessed as Low**.**

87. A number of recreational routes expected to experience significant visual effects during the operation and maintenance phase were identified by the SLVIA. This includes:

- Greystones to Wicklow Trail (Key Route);
- Bray-Greystones Cliff Walk (Key Route);
- Bray Head (Viewpoint 8),
- Great Sugar Loaf (Viewpoint 9);
- Little Sugar Loaf (in the context of Visual Receptor Group 6); and
- Dublin Mountain Way (in the context Visual Receptor Group 6).

88. While the Great Sugar Loaf, the Little Sugar Loaf, and the Dublin Mountain Way are expected to experience visual impacts, they motivate visitors with their ascents and the views they offer of the surrounding landscape, including Bray Head, Greystones, and Dublin. As these motivations to visit will not be impacted, it is therefore expected that the change in tourism activity will be minor, if any. The magnitude of the impact on these assets is therefore assessed as Low**.**

89. Greystones to Wicklow Trail, Bray-Greystones Cliff Walk, and Bray Head all attract visitors with their coastal routes and views. As the ability of visitors to take these routes will not be impacted by the CWP Project, it is not expected that they will experience a change in activity. As with beaches and marine recreation personal preferences of some visitors to these locations may be to not see any offshore wind turbines, and so there is the potential for some visitors to change their behaviour, however evidence suggests no relationship between the presence of offshore wind and adverse impacts on tourism activity on the coast. It is therefore expected that the change in tourism activity will be minor, if any. The magnitude of the impact on these assets is therefore assessed as Low**.**

90. It is expected that Viewpoint 13, situated at Wicklow Harbour, will experience visual impacts during the O&M phase. While visitors to Wicklow Harbour are expected to be able to see the CWP Project at this attraction, the main motivation to visit the harbour to take part in outdoor activities such as sailing, rowing, and angling, will not be affected. It is therefore not expected that Wicklow Harbour will experience a change in visitor activity. The magnitude of impact is therefore assessed as negligible.

91. As the magnitude of the impacts on tourism and recreation assets within 50 km of the offshore infrastructure were assessed as Negligible to Low, it is not expected that the tourism economy of the TRSA will be impacted by the CWP Project. The magnitude of the impact on the tourism economy of the TRSA during O&M is therefore assessed as negligible.

Significance of the Effect

92. Based on the assessment of both magnitude and sensitivity, the effect of the CWP Project's O&M on tourism and recreation assets has been assessed below in **Table 29-Y**.

93. As the significance of effects on tourism and recreation assets within 50 km of the offshore infrastructure were assessed as either **Imperceptible, Not Significant**, or **Slight** the overall effect of the CWP Project during the O&M phase on the tourism economy of the TRSA is assessed as **Imperceptible** (**Not Significant).**

Table 29-Y Assessment of Significance on Tourism and Recreation Assets, O&M

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Marine Recreation within 15km of the Array Area	Low	Low	Slight (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Powerscourt House, Gardens & Waterfall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Monument & Site	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Beyond the Trees Avondale	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Russborough House & Parklands	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmacurragh Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow's Historic Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Mount Usher Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Powerscourt Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Greystones to Wicklow Trail	Low	Low	Slight (Not Significant in EIA terms)
Wicklow Head "Front" Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Head Old Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Silverstrand	Low	Low	Slight (Not Significant in EIA terms)
Wicklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Black Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Travelahawk Beach	Low	Low	Slight (Not Significant in EIA terms)
Newcastle Beach	Low	Low	Slight (Not Significant in EIA terms)
Kilcoole Beach/Cooldross Lower Bay Beach	Low	Low	Slight (Not Significant in EIA terms)
Greystones Beach	Low	Low	Slight (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Major's Cove	Low	Low	Slight (Not Significant in EIA terms)
Magheramore Beach	Low	Low	Slight (Not Significant in EIA terms)
Blainroe Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Blainroe Beach	Low	Low	Slight (Not Significant in EIA terms)
Bray Head	Low	Low	Slight (Not Significant in EIA terms)
Bray-Greystone Cliff Walk	Low	Low	Slight (Not Significant in EIA terms)
Greystones Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Druids Glen Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Delgany Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Sealife Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Promenade and Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Little Sugar Loaf	Low	Low	Slight (Not Significant in EIA terms)
Brittas Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Great Sugar Loaf	Low	Low	Slight (Not Significant in EIA terms)
Dublin Mountain Way	Low	Low	Slight (Not Significant in EIA terms)
Carrickgollogan	Low	Negligible	Not Significant (Not Significant in EIA terms)
The European Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Way	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sallymount Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Ardanairy Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Djouce Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ennereilly Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Johnstown Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Three Rock	Low	Negligible	Not Significant (Not Significant in EIA terms)
Howth Head Loop	Low	Negligible	Not Significant (Not Significant in EIA terms)
Porter's Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Bull Wall	Low	Negligible	Not Significant (Not Significant in EIA terms)
Arklow North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Arklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Brockagh Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clogga Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kia Ora Mini Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wexford Lavender Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmichael Point	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clone Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kilbegnet Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kildermot Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ballymoney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Tara Glen Golf & Country Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Gorey School of Kayaking	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Parade Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Courtown Sea Angling Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Phoenix Park Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Guinness Storehouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Zoo	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Gallery of Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Book of Kells	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Museum of Modern Art	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Botanic Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Archaeology	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Chester Beatty Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Decorative Arts & History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Natural History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Farmleigh House & Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
EPIC The Irish Emigration Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jameson Distillery Bow St.	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St Patrick's Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmainham Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Christ Church Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Gallery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublinia	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Malahide Castle & Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Newbridge House & Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Teeling Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Airfield Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Little Museum of Dublin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Whiskey Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The GAA Museum & Croke Park Stadium Tour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Wax Museum Plus	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
GPO IEC Witness History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Gallery of Photography	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Farmleigh House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jeanie Johnston Tall Ship/Famine Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
National Print Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
MoLi Museum of Literature Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glasnevin Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Marsh's Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Audoen's Church	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
14 Henrietta Street	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pearse Lyons Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Roe & Co Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pearse Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Hall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Model Railway Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Grangegorman Military Cemetery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dalkey Castle & Heritage Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Custom House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
James Joyce Cultural Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rascals	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Marino	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Leprechaun Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rathfarnham Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Drimnagh Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Irish Architectural Archive	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Liberties Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Freemasons' Hall Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Áras an Uachtaráin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Jewish Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Woodbrook Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Shankill Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Shanganagh Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Killiney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dalkey Island Battery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Muglins Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
White Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Vico Bathing Place	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bullock Harbour Cliff Jump	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Joyce Tower Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Forty Foot	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dún Laoghaire Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baily Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lion's Head	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Baily Lighthouse View	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Doldrum Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Candle Sticks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jamesons Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Doldrum Walk Overlook	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Deer Park GolfHowth Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Merrion Strand	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balscadden House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Puck's Rocks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Howth Cliff Walk	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Claremont Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baltray Tennis Courts	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balscadden Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Dinghy Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sutton Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Burrow Beach	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sand Dunes Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Portmarnock Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Portmarnock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Velvet Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Malahide Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Low Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
High Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Corballis Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Corballis Links Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balcarrick Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lambay Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Island Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Donabate beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Tower Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ladies Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Portrane Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Seaview Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
South Beach Rush	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Rush Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rogerstown Pier	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Catherine's Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sandymount Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dublin Bay	Low	Negligible	Not Significant (Not Significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not Significant in EIA terms)
Mens Swimming Shelter	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Merrion Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dollymount Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Anne's Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Additional Mitigation

94. As the effect of the O&M of the CWP Project on tourism economy of the TRSA has been assessed as **Imperceptible (Not Significant),** no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

95. The significance of the effects of the O&M phase on the tourism economy of the TRSA has been assessed as **Imperceptible**, which is not significant in EIA terms. No additional mitigation to that already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on the tourism economy of the TRSA during the O&M phase was predicted to be overall **Imperceptible**, which is not significant in EIA terms**.**

Impact 3: Economic effects associated with the O&M phase of the CWP Project

This section remains unchanged.

29.10.3 Decommissioning phase

Onshore transmission infrastructure and landfall

This section remains unchanged except for paragraph 228 which has been replaced with Table 29-Z and paragraphs 96 to 101 below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Receptor Sensitivity

96. The sensitivity of recreational receptors is outlined in **Table 29-P.**

Magnitude of Impact

97. The magnitude of impacts on the recreational assets is dependent on significant effects identified in chapters outlined in Section 29.4. During decommissioning, there were no significant effects identified by these chapters which would affect the assets identified within 5 km of the onshore substation site.

98. As no significant effects were identified by other chapters during decommissioning on these assets, it is not expected that they will experience a change in activity during decommissioning. The magnitude of the impact of the CWP Project on these assets is therefore assessed as negligible.

Significance of the Effect

99. Based on the assessment of both magnitude and sensitivity, the effect of the CWP Project's decommissioning on recreational assets has been assessed below in **Table 29-Z**.

Table 29-Z Significance of Effect on Recreational Receptors During Decommissioning

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not significant in EIA terms)
Sandymount Beach	Low	Negligible	Not Significant (Not significant in EIA terms)
Dublin Bay	Low	Negligible	Not Significant (Not significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not significant in EIA terms)
Mens Swimming Shelter	Low	Negligible	Not Significant (Not significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Merrion Strand	Low	Negligible	Not Significant (Not significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Dollymount Strand	Low	Negligible	Not Significant (Not significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
St. Anne's Golf Club	Negligible	Negligible	Imperceptible (Not significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not significant in EIA terms)

Additional Mitigation

100. The effect of the decommissioning phase has been assessed as **Imperceptible** to **Not Significant** (not significant in EIA terms) and no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

101. The significance of the effects of the decommissioning phase on recreational assets within 5km of the onshore substation site have been assessed as **Imperceptible** to **Not Significant,** which is not significant in EIA terms. No additional mitigation to that already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on recreational assets within 5km of the onshore substation site during the decommissioning phase was predicted to be **Imperceptible** to **Not Significant,** which is not significant in EIA terms**.** Offshore Infrastructure

Offshore Infrastructure

This section remains unchanged except for paragraph 230 which has been replaced with paragraphs 102 to 108 and Table 29-AA below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Receptor Sensitivity

102. Sensitivities of the tourism assets in the TRSA are outlined in **Table 29-P**, **Table 29-S**, **Table 29-T** and **Table 29-U**.

Magnitude of Impact

103. The magnitude of impacts on the tourism and recreation assets is dependent on significant effects identified in chapters outlined in Section 29.4. During decommissioning, there were no significant effects identified by these chapters which would affect the tourism assets..

104. As no significant effects were identified by other chapters during decommissioning on these assets, it is not expected that they will experience a change in activity during decommissioning. The magnitude of the impact of the CWP Project on these assets is therefore assessed as negligible.

Significance of the Effect

105. Based on the assessment of both magnitude and sensitivity, the effect of the CWP Project's decommissioning on recreation assets has been assessed below in **Table 29-AA**.

106. As the significance of impacts on tourism and recreation assets in the TRSA were assessed as **Imperceptible** - **Not Significant (**not significant in EIA terms**)**, the overall impact of the CWP Project during decommissioning on the tourism economy of the TRSA is assessed as **Imperceptible (Not Significant).**

Table 29-AA Assessment of Significance on Tourism and Recreation Assets, Decommissioning

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Marine Recreation within 15km of the Array Area	Low	Negligible	Not Significant (Not Significant in EIA terms)
Powerscourt House, Gardens & Waterfall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Monument & Site	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Beyond the Trees Avondale	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Russborough House & Parklands	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmacurragh Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glendalough Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow's Historic Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Mount Usher Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Powerscourt Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Greystones to Wicklow Trail	Low	Negligible	Not Significant (Not Significant in EIA terms)
Wicklow Head "Front" Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Head Old Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Silverstrand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Wicklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Black Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Travelahawk Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Newcastle Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kilcoole Beach/Cooldross Lower Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Greystones Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Major's Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Magheramore Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Blainroe Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Blainroe Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bray Head	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bray-Greystone Cliff Walk	Low	Negligible	Not Significant (Not Significant in EIA terms)
Greystones Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Druids Glen Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Delgany Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Sealife Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Bray Promenade and Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Little Sugar Loaf	Low	Negligible	Not Significant (Not Significant in EIA terms)
Brittas Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Great Sugar Loaf	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dublin Mountain Way	Low	Negligible	Not Significant (Not Significant in EIA terms)
Carrickgollogan	Low	Negligible	Not Significant (Not Significant in EIA terms)
The European Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wicklow Way	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sallymount Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ardanairy Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Djouce Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ennereilly Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Johnstown Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Three Rock	Low	Negligible	Not Significant (Not Significant in EIA terms)
Howth Head Loop	Low	Negligible	Not Significant (Not Significant in EIA terms)
Porter's Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Bull Wall	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Arklow North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Arklow Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Brockagh Mountain	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clogga Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kia Ora Mini Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Wexford Lavender Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmichael Point	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clone Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kilbegnet Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Kildermot Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ballymoney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Tara Glen Golf & Country Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Gorey School of Kayaking	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Parade Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Courtown Sea Angling Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Courtown Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Phoenix Park Visitor Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Guinness Storehouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Zoo	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Gallery of Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Book of Kells	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Museum of Modern Art	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Botanic Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Archaeology	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Chester Beatty Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Decorative Arts & History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Museum of Ireland - Natural History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Farmleigh House & Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
EPIC The Irish Emigration Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jameson Distillery Bow St.	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St Patrick's Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Kilmainham Gaol	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Christ Church Cathedral	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Gallery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublinia	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Malahide Castle & Gardens	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Newbridge House & Farm	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Teeling Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Airfield Estate	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Little Museum of Dublin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Whiskey Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The GAA Museum & Croke Park Stadium Tour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Wax Museum Plus	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
GPO IEC Witness History	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Gallery of Photography	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Farmleigh House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jeanie Johnston Tall Ship/Famine Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
National Print Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
MoLi Museum of Literature Ireland	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Glasnevin Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Marsh's Library	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Audoen's Church	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
14 Henrietta Street	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pearse Lyons Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Roe & Co Whiskey Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Pearse Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin City Hall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Model Railway Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Grangegorman Military Cemetery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dalkey Castle & Heritage Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Custom House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
James Joyce Cultural Centre	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rascals	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Casino Marino	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The National Leprechaun Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rathfarnham Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Drimnagh Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Architectural Archive	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dublin Liberties Distillery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Freemasons' Hall Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Áras an Uachtaráin	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irish Jewish Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Woodbrook Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Shankill Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Shanganagh Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Killiney Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dalkey Island Battery	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Muglins Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
White Rock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Vico Bathing Place	Low	Negligible	Not Significant (Not Significant in EIA terms)
Bullock Harbour Cliff Jump	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Joyce Tower Museum	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Forty Foot	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dún Laoghaire Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baily Lighthouse	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lion's Head	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Baily Lighthouse View	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Doldrum Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Candle Sticks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Jamesons Cove	Low	Negligible	Not Significant (Not Significant in EIA terms)
Doldrum Walk Overlook	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Deer Park GolfHowth Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Merrion Strand	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balscadden House	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Puck's Rocks	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Howth Cliff Walk	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Claremont Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Baltray Tennis Courts	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Balscadden Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Dinghy Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sutton Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sutton Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Burrow Beach	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sand Dunes Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Portmarnock Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Portmarnock Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Velvet Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Malahide Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Low Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
High Rock	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Corballis Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Corballis Links Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Balcarrick Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Lambay Castle	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
The Island Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Donabate beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Tower Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Ladies Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Portrane Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Seaview Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
South Beach Rush	Low	Negligible	Not Significant (Not Significant in EIA terms)
Rush Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush Sailing Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rogerstown Pier	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Rush North Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Loughshinny Harbour	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Catherine's Bay Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Poolbeg Lighthouse and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)

Attraction	Sensitivity of Receptor	Magnitude of Impact	Significance
Footpath between Sandymount and the Great South Wall	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Irishtown Nature Park	Low	Negligible	Not Significant (Not Significant in EIA terms)
Sandymount Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)
Dublin Bay	Low	Negligible	Not Significant (Not Significant in EIA terms)
Half Moon Swimming & Water Polo Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Sean Moore Park	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Clanna Gael Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Poolbeg Yacht Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
North Bull Island Nature Reserve	Low	Negligible	Not Significant (Not Significant in EIA terms)
Mens Swimming Shelter	Low	Negligible	Not Significant (Not Significant in EIA terms)
Clontarf Promenade	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Pure Magic Watersports	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Merrion Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
The Royal Dublin Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Dollymount Strand	Low	Negligible	Not Significant (Not Significant in EIA terms)
Elm Park Golf & Sports Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
St. Anne's Golf Club	Negligible	Negligible	Imperceptible (Not Significant in EIA terms)
Seapoint Beach	Low	Negligible	Not Significant (Not Significant in EIA terms)

Additional Mitigation

107. As the effect of the decommissioning of the CWP Project on tourism economy of the TRSA has been assessed as **Imperceptible (Not Significant),** no mitigation measures are envisaged in addition to those specified in the topic specific chapters.

Residual Effect

108. The significance of the effects of the decommissioning phase on the tourism economy of the TRSA has been assessed as **Imperceptible**, which is not significant in EIA terms. No additional mitigation to that already identified in the topic specific chapters is considered necessary. Therefore, the significance of the residual effect on the tourism economy of the TRSA during the decommissioning phase was predicted to be overall **Imperceptible**, which is not significant in EIA terms**.**

29.11 Cumulative impacts

Section 29.11 remains unchanged, however it should be noted that a standalone CEA Report is now provided for the Project. The CEA Report brings together the CEAs for EIA topics into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

29.12 Transboundary impacts

Section 29.12 remains unchanged.

29.13 Inter-relationships

Section 29.13 remains unchanged.

29.14 Potential monitoring requirements

Section 29.14 remains unchanged.

29.15 Impact assessment summary

Section 29.15 remains unchanged except for Table 29-22 which is replaced by Table 29-BB below. This update has been made in response to FIR Item 1c (see **FIR Response Document).** FIR Item 1c details that additional desk-top surveys for tourism and recreation were undertaken since the planning application was lodged. These surveys resulted in an update to the tourism and recreation assessment, which is presented in this **EIAR Addendum (Part 2).**

Table 29-BB Summary of potential impacts and residual effects

Potential Impact	Receptor	Receptor Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Effect
Construction						
Impact 1: Impacts on onshore and nearshore recreational receptors during the construction of the OTI and landfall.	Recreational assets within 5km of the onshore substation site	Negligible to Low	Negligible	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)
Impact 2: Impacts on the tourism economy during the construction of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with construction of the CWP Project.	Surrounding economy	Medium	Low	Moderate-Slight (Not Significant)	N/A	Positive (Moderate-Slight (Not Significant)
Operation and Maintenance						
Impact 1: Impacts on onshore and nearshore	Recreational assets within 5km of the	Negligible to Low	Negligible to Low	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)

Potential Impact	Receptor	Receptor Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Effect
recreational receptors during the O&M phase of the OTI and landfall.	onshore substation site					
Impact 2: Impacts on the tourism economy during the O&M phase of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with the O&M phase of the CWP Project.	Surrounding economy	Medium	Low	Moderate-Slight (Not Significant)	N/A	Positive (Moderate-Slight (Not Significant)
Decommissioning						
Impact 1: Impacts on onshore and nearshore recreational receptors during the decommissioning phase of the OTI and landfall.	Recreational assets within 5km of the onshore substation site	Negligible to Low	Negligible	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)

Potential Impact	Receptor	Receptor Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Effect
Impact 2: Impacts on the tourism economy during the decommissioning phase of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with the decommissioning phase of the CWP Project.	It is anticipated that for the purposes of an assessment scenario, impacts will be no greater than those identified for the construction phase (not significant).					

29.16 References

Section 29.16 remains unchanged but should now be read in conjunction paragraphs 109 - 134. This revision has been made to incorporate new references.

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30 HUMAN HEALTH

30.1 Introduction

Section 30.1 remains unchanged.

30.2 Consultation

Section 30.2 remains unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

30.3 Legislation and guidance

Section 30.3 remains unchanged.

30.4 Impact assessment methodology

Section 30.4 remains unchanged.

30.5 Assumptions and limitations

Section 30.5 remains unchanged.

30.6 Existing environment

Section 30.6 remains unchanged. The data and information provided in Section 30.6 of the EIAR **Volume 3**, **Chapter 30 Human Health** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

30.7 Scope of the assessment

Section 30.7 remains unchanged.

30.8 Assessment parameters

Section 30.8 remains unchanged.

30.9 Primary mitigation measures

Section 30.9 remains unchanged.

30.10 Impact assessment

Section 30.10 remains unchanged.

30.11 Cumulative impacts

Section 30.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

30.12 Transboundary impacts

Section 30.12 remains unchanged.

30.13 Inter-relationships

Section 30.13 remains unchanged.

30.14 Potential monitoring requirements

Section 30.14 remains unchanged.

30.15 Impact assessment summary

Section 30.15 remains unchanged.

30.16 References

Section 30.16 remains unchanged.

31 WASTE AND RESOURCES MANAGEMENT

31.1 Introduction

Section 31.1 remains unchanged.

31.2 Consultation

Section 31.2 is unchanged. **Appendix B Schedule of Post Application Consultations** of the **FIR Response Document** provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

31.3 Legislation and guidance

Section 31.3 remains unchanged.

31.4 Impact assessment methodology

Section 31.4 is unchanged.

31.5 Assumptions and Limitations

Section 31.5 remains unchanged.

31.6 Existing environment

Section 31.6 remains unchanged. The data and information provided in Section 31.6 of the EIAR **Volume 3**, **Chapter 31 Waste and Resource Management** and supporting appendices, accurately characterises the baseline environment for the purposes of EIA. This is summarised in **Appendix C - Data validation statements** of the **FIR Response Document**.

31.7 Scope of the assessment

Section 31.7 remains unchanged.

31.8 Assessment parameters

Section 31.8 remains unchanged.

31.9 Primary mitigation measures

Section 31.9 remains unchanged except for Table 31-11 which is replaced in its entirety by Table 31-A below. This update has been made in response to FIR Item 19a (see **FIR Response Document**).

Table 31-A Primary mitigation measures

Project Element	Description
Offshore works	An Offshore Waste Management Plan (WMP) will be prepared in advance of the offshore construction works commencing. The Offshore WMP will be prepared in accordance with Annex IV and V of the Marpol Convention. It will outline the approach for the management of waste generated offshore by the CWP Project. Key principles that the Plan will cover include: • Management of on-board (vessel) waste (as detailed in Section 5.8 of the Construction Environmental Management Plan (CEMP)); and • Dropped objects procedure (as detailed in Section 5.10 of the CEMP). Any waste generated offshore will be returned to shore, offloaded and managed in line with existing the licences and waste management plans that are in place for the relevant base ports. The ports for the construction, operation/maintenance and decommissioning of the CWP Project are not yet known, however all Irish and UK ports, including Belfast, are legally required to have a waste management plan detailing how the port will manage waste reception and provide facilities for ships using the port. The operators of vessels involved in the construction, operation/maintenance and decommissioning of the CWP Project will be required to liaise with port operators to facilitate appropriate storage, transfer, segregation and disposal of waste generated offshore.

31.10 Impact assessment

Section 31.10 remains unchanged except for additional paragraphs 1 to 4 in Section 31.10.1 Construction Phase, Impact 1 and Impact 2 below.

31.10.1 Construction phase

Section 31.10.1 is unchanged but should now be read in conjunction with the additional text provided in paragraphs 1 to 4 below. This update has been made in response to FIR Item 19b (see **FIR Response Document).**

Impact 1: Generation and management of excavated materials

1. Excavated material generated during the excavation of trenches and cable burial works in the intertidal area will be backfilled. This material will not require removal off-site and is therefore not considered further.

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation

This section remains unchanged.

Residual effect

This section remains unchanged.

Impact 2: Generation and management of waste (other than excavated materials) associated with the installation of the OTI and landfall

Receptor sensitivity

This section remains unchanged.

Magnitude of impact

This section remains unchanged.

Significance of effect

This section remains unchanged.

Additional mitigation

2. The waste streams within the intertidal zone will vary and may include non-hazardous streams such as off-cuts, packaging, surplus or damaged materials from the construction activities. Hazardous streams may include sealants and chemicals. Low volumes of waste are predicted to be generated.
3. All wastes will be stored in secure, designated containers on either the equipment storage barge or tensioner platform. Additionally, any hazardous wastes will be stored in bunded containers.
4. All waste arisings will be removed from the intertidal area by construction personnel on return to Compound A before the high tides. Once the waste arisings are brought to Compound A, the waste streams will be placed into dedicated containers, prior to transportation off-site to an appropriately permitted or licensed waste facility.

Residual effect

This section remains unchanged.

31.10.2 Decommissioning phase

Section 31.10.2 is unchanged.

31.11 Cumulative impacts

Section 31.11 remains unchanged, however it should be noted that updates to the CEA have been captured within a new, standalone **CEA Report**. The **CEA Report** brings together the CEAs for each EIA topic into a single document. It supersedes the CEAs that were submitted in each EIAR chapter in Volume 4 of the planning application EIAR.

31.12 Transboundary impacts

Section 31.12 remains unchanged.

31.13 Inter-relationships

Section 31.13 remains unchanged.

31.14 Impact assessment summary

Section 31.14 remains unchanged.

31.15 References

Section 31.15 remains unchanged.

32 RISK OF MAJOR ACCIDENTS AND DISASTERS

32.1 Introduction

Section 32.1 remains unchanged.

32.2 Consultation

Section 32.2 is unchanged. **Appendix B Schedule of Post Application Consultations** of the FIR Response Document provides an overview of EIA and FIR related consultation undertaken by the Applicant since the CWP Project planning application was submitted.

32.3 Legislation and guidance

Section 32.3 remains unchanged.

32.4 Study area and methodology

Section 32.4 remains unchanged.

32.5 Stage 1: Initial risk register

Section 32.5 remains unchanged.

32.6 Baseline environment overview

Section 32.6 remains unchanged.

32.7 Stage 2: Risk classification

Section 32.7 remains unchanged.

32.8 Stage 3: Reclassification of risks following the implementation of additional mitigation measures

Section 32.8 remains unchanged.

32.9 Impact assessment summary / conclusion

Section 32.9 remains unchanged.

32.10 References

Section 32.10 remains unchanged.

33 SUMMARY OF MITIGATION AND MONITORING

In summary, the updates within this version of the chapter are limited to Section 33.1 Introduction and to the following mitigation and monitoring commitments:

- C03 in relation to offshore cable burial: updated to correct an error in EIAR **Volume 3**, **Chapter 16 Shipping and Navigation.**
- C08 in relation to the Marine Mammal Mitigation Protocol: updated in response to FIR Items 10a, 10c, and 10t.
- C18 in relation to the Ecological Vessel Management Plan (EVMP): in response to FIR Item 7u.
- C19 in relation to the Navigational Safety Plan: updated in response to FIR Item 2a and 2b.
- C22 in relation to offshore bats. This was update was made in response to FIR Item 14h.
- C24 in relation to Marine Archaeology: updated in response to FIR Item 13a and 13b.
- C26 in relation to the Protocol for Archaeological Discoveries (PAD): updated in response to FIR Item 13a.
- C46 in relation to River Liffey piling restrictions during the salmon smolt run: updated to reflect change in mitigation type from additional to primary. This update has been made in response to an evolution of the assessment and design.
- C47 is now redundant. The primary mitigation for marine mammals relating to geophysical surveys, UXO clearance and piling are now captured together under commitment reference C08.
- C48 in relation to an extended seasonal restriction relevant to ornithology: updated in response to a request made within the National Parks and Wildlife Service (NPWS) observation.

In addition to the abovementioned updates, the following commitments have been added to the Summary of Mitigation and Monitoring:

- C133 in relation to Offshore Waste Management Plan. This update has been made in response to FIR Item 19.
- C134 in relation to waste management measures for intertidal works. This update has been made in response to FIR Item 19.
- C135 in relation to Vessel Traffic Monitoring. This update has been made in response to FIR Item 2a and 2b.
- C136 in relation to onshore biodiversity (otter and badgers). This update has been made in response to the submission from the Department of Housing, Local Government and Heritage (Development Application Unit).
- C137 in relation to marine archaeology. This update has been made in response to FIR Item 13a and 13b.

All other sections of Chapter 33 Summary of Mitigation and Monitoring remain unchanged.

33.1 Introduction

This section remains unchanged with the exception of paragraphs 3-5 which are replaced by paragraphs 1-4 below. The updates reflect the outputs from **EIAR Addendum Part 1** and **Part 2** which were produced in response to the Further Information Request (FIR) from An Coimisiún Pleanála (the Commission).

1. The mitigation associated with the CWP Project is identified and described in detail in the relevant topic chapters of the EIAR **Volume 3**, **Chapters 6-32**, **Chapter 4 Project Description**, **Chapter 3 Site Selection and Consideration of Alternatives** and the **EIAR Addendum Part 1 a**nd **Part 2.**

2. **Section 33** of the **EIAR Addendum Part 2** provides a tabulated summary of mitigation measures outlined in the aforementioned chapters and Addendums. It supersedes EIAR **Volume 3**, **Chapter 33 Summary of Mitigation and Monitoring.**

3. **Section 33** of the **EIAR Addendum Part 2** should be read in context with the assessments presented in the main documents and with the additional details provided in the following supporting documents:

- Fisheries Management and Mitigation Strategy;
- Marine Mammal Mitigation Protocol;
- Ecological Vessel Management Plan;
- Navigational Safety Plan;
- Lighting and Marking Plan;
- Marine Archaeological Management Plan;
- Protocol for Archaeological Discoveries;
- Construction Environmental Management Plan;
- Onshore Substation Site Drainage and Water Supply Design Report;
- Onshore Invasive Species Management Plan;
- Construction & Demolition Waste Management Plan;
- Construction Traffic Management Plan;
- Onshore Substation Architectural Design Statement; and
- Rehabilitation Schedule.

4. To verify predictions and to address areas of uncertainty, monitoring is proposed as a key aspect of environmental management for the construction and O&M of the CWP Project. Monitoring, where proposed, is described within the relevant chapters of the EIAR (**Chapters 6–32**) and summarised in the **In Principle Project Environmental Monitoring Plan (IPPEMP)**.

5. An **IPPEMP** was provided in support of the planning application. The **IPPEMP** has been updated and has been submitted in response to the Further Information Request (FIR) issued from An Coimisiún Pleanála (the Commission).

Table 33-A below replaces Table 33-1 Summary of mitigation measures in its entirety. Mitigation updates and additions from **EIAR Addendum Part 1** and **Part 2** are incorporated into Table 33-A.

Table 33-A Summary of mitigation and monitoring

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C01	Primary	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including metocean data (e.g. wind speed and direction), geophysical and geotechnical survey data (e.g. bathymetry), environmental data (e.g. benthic surveys and archaeological assessment) and stakeholder consultation. Designing and optimising the layout of the WTGs has considered multiple constraints identified from analysis of these datasets, alongside the consideration of layout principles taken from relevant guidance on the design of OWFs. A summary of the key actions taken to avoid or otherwise reduce impacts is provided below: • The WTG layout options include Search and Rescue (SAR) access lanes to allow a SAR resource to fly on the same orientation continuously through the array site. This is provided to minimise risks to surface vessels and/or SAR resource transiting through the array site. • Archaeological exclusion zones (AEZs) around known	Construction Operation	All offshore infrastructure	6, 8, 10, 12, 13, 14, 15, 16, 17 & 18	EIAR Chapter 3 Site Selection and Consideration of Alternatives

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational, or decommissioning phases. • The locations of offshore infrastructure been developed to avoid known sensitive ecological habitats, including areas with suitable conditions for Sabellaria spinulosa which can form reefs under some circumstances. Whilst reefs were not identified during the characterisation surveys, as an ephemeral feature it will be necessary to validate the results in advance of construction. A pre-construction geophysical survey will therefore be undertaken to facilitate the micrositing around sensitive habitats such as Sabellaria spinulosa. • The WTG layout options have been developed to avoid or minimise interaction with				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		known areas of high fishing density, where possible. As avoidance is not always possible, the layouts have also been developed to increase the potential for coexistence. A paleochannel (the remnants of a river or stream channel that flowed in the past) in the centre west of the array site has been avoided.				
C02	Primary	Bedform clearance operations will be undertaken only where necessary, thereby minimising sediment disturbance and alteration to seabed morphology.	Construction	All offshore infrastructure	6, 7, 8, 9 & 14	EIAR Chapter 4 Project Description
C03	Primary	The Applicant will, where practicable, bury all cables within the offshore development area: • IACs and interconnector cables will have a minimum depth of cover of 1.0 m; and • Offshore export cables will have a minimum depth of cover of 1.4 m (except cables buried within the zone of greater burial depth adjacent to DL Harbour, which will have a minimum depth of cover of 3.0 m). Except in the zone of greater burial depth, in cases where burial is inadequate due to unforeseeable seabed conditions, and at	Construction Operation	Offshore cables	6, 12, 16 & 18	EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		cable crossings, cable protection will be implemented as mitigation to avoid risks to other marine operations				
C04	Primary	Disposal of dredged material will occur in suitable locations within the offshore development area, and in accordance with the requirements under a disposal at sea licence which will be sought separately. This has the benefit of minimising impacts on seabed morphology and the wider sediment regime.	Construction	All offshore infrastructure	6	EIAR Chapter 4 Project Description
C05	Primary	During WTG installation, equipment such as jack up vessels (if required) are expected to remain in any one location for a limited period of time (hours to a few days). This will ensure any impacts on the prevailing hydrodynamic, wave and sediment regimes and coastal processes is minimised.	Construction	Offshore construction vessels	6	EIAR Chapter 4 Project Description
C06	Primary	Cables will be suitably buried or protected by other means where burial is not practicable. This will reduce the potential for effects relating to the presence of Electromagnetic Fields (EMF).	Operation	Offshore cables	8, 9	EIAR Chapter 4 Project Description
C07	Primary	A Construction Environmental Management Plan (CEMP) has been prepared to provide a management framework, to ensure appropriate controls are in place to manage environmental risks associated with the construction of the CWP Project. It outlines	Construction Operation	All offshore infrastructure	7, 8, 9, 10, 11, 12, 13, 14, 16	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		environmental procedures that require consideration throughout the construction process, in accordance with legislative requirements and industry best practice. In summary, the CEMP includes details of: • the Environmental Management Framework for the CWP Project including environmental roles and responsibilities (i.e. ecological clerk of works) and contractor requirements (i.e. method statements for specific construction activities); • mitigation measures and commitments made within the EIAR, Natura Impact Statement (NIS) and supporting documentation for the CWP Project. • measures proposed to ensure effective handling of chemicals, oils and fuels including compliance with the MARPOL convention; • a Marine Pollution Prevention and Contingency Plan to address the procedures to be followed in the event of a marine pollution incident originating from the operations of the CWP Project; • a Emergency Response Plan adhered to in the event of discovering unexploded ordnance;				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Offshore biosecurity and invasive species management detailing how the risk of introduction and spread of invasive non-native species will be minimised; and • Offshore waste management and disposal arrangements. The CEMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.				
C08	Primary	A **Marine Mammal Mitigation Protocol** (MMMP) has been prepared to outline the mitigation requirements for minimising the impacts on marine mammals during the construction of the CWP Project. The MMMP is based on DAHG (2014) guidance. The MMMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.	Construction	All offshore infrastructure	9, 10, 11	Marine Mammal Mitigation Protocol

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Primary mitigation measures in the MMMP for geophysical surveys (Multibeam, single beam, side-scan sonar & sub-bottom profiler surveys): • Pre-survey visual watch of 500 m monitored zone radius by an MMO for 30 min. • Ramp-up where possible • Activities to commence only when effective pre-survey visual monitoring is possible • Pre-survey monitoring and a subsequent ramp-up procedure (where possible) to be used after a break in sound output of over 30 min **Primary mitigation measures in the MMMP for UXO**: • Preference for low order clearance over high order clearance where possible • Only using minimum quantity of explosive as donor charge • Activities to occur in daylight only • Activities to commence only when effective pre-clearance visual monitoring is possible				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Pre-detonation MMO watch of 1 km radius monitored zone for 30 min • To mitigate potential impacts from underwater noise associated with high order UXO clearance, CWP commits to the implementation of noise abatement in the event high order clearance is required. • Pre-clearance ADD use if PTS impact range exceeds 1 km mitigation zone **Primary mitigation measures in the MMMP for piling**: • To mitigate potential impacts from underwater noise during the construction of the project, CWP commits to a limit on underwater noise of 169 dB $L_{E,p,ss,05}$ at 750m at WTG and OSS piling events. • Pre-piling visual watch of 1 km radius monitored zone for 30 min by an MMO (supplemented by PAM) • Pile driving to commence with a 20 minute soft start at 10% hammer energy and 10 blows/min rate, followed by a ramp-up • Pre-piling monitoring and a subsequent soft start (where possible) to be used after a break in piling of over 30 min				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Activities to commence only when effective pre-piling visual monitoring is possible • Additionally, piling works along the River Liffey channel will not be permitted between March and May to avoid noise impact during the salmon smolt run				
C09	Primary	Drill fluids, where required, will comply with industry best practice and standards to minimise risk to the environment.	Construction	WTGs OSSs	7	Construction Environmental Management Plan
C10	Primary	Grouts will comply with the relevant maritime industry specifications which are designed for safety, and suitable for use in the marine environment.	Construction	WTGs OSSs	7	Construction Environmental Management Plan
C11	Primary	In general, the CWP Project has sought to specify the location, scale and extents of permanent and temporary offshore infrastructure; however, in some cases, a degree of locational flexibility is required. Locational flexibility of permanent and temporary infrastructure is described as a limit of deviation (LoD) from a specific point or alignment. LoDs, described in Chapter 4 Project Description, are required to: • Take account of additional ground conditions, data acquired during pre-construction geotechnical surveys, and	Construction Operation	All offshore infrastructure	7, 14, 18	EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		results from pre-construction offshore UXO surveys; • Avoid and minimise adverse impacts on offshore ephemeral benthic habitats, such as Sabellaria spinulosa reefs, identified during pre-construction surveys; and • Take account of the confirmed position of existing subsea infrastructure and archaeological features.				
C12	Primary	All WTGs for both layout options will feature a minimum blade tip clearance of 36 m above Mean Sean Level (MSL) (+37.72m LAT). This is beyond the minimum 22 m above HAT clearance required for safety of navigation and has been set by the Applicant to reduce the potential collision risk for offshore ornithology receptors	Operation	WTGs	10, 16	EIAR Chapter 3 Site Selection and Consideration of Alternatives EIAR Chapter 4 Project Description
C13	Additional	Vegetation removal/clearance will commence outside of the breeding bird season (which is from 1 March to 31 August inclusive) to avoid impacts on nesting birds. Where the construction programme does not allow this time restriction to be observed, then these areas will be inspected by the Ecological Clerk of Works (ECoW) for the presence of breeding birds prior to clearance. Areas found not to contain nests will be cleared within three days of the nest	Construction Decommissioning	All onshore infrastructure Landfall	10	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		survey, otherwise repeat surveys will be required. The Environmental Management Framework for the CWP Project including the role and responsibilities of the appointed ECoW are described in the Construction Environmental Management Plan (CEMP).				
C14	Additional	Construction noise will be managed in accordance with British Standard BS 5228 1:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites –Part 1: Noise'. The appointed contractor will put in place the most appropriate noise control measures to ensure that the works in each area comply with the limits detailed in Chapter 24 Noise and Vibration and so that minimisation of noise is achieved by best means practicable. Measures to control noise from construction activities are described in Chapter 24 Noise and Vibration and the Construction Environmental Management Plan (CEMP).	Construction Decommissioning	All onshore infrastructure Landfall	10, 21, 24, 29, 30	Construction Environmental Management Plan
C15	Additional	To reduce the level of artificial lighting, all temporary lighting associated with the construction works will be placed strategically by the appointed Contractor following consultation with the appointed ECoW. This will ensure that illumination beyond the works area is controlled. Lighting	Construction Decommissioning	All onshore infrastructure Landfall	10, 21, 23	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		will be cowled and directional to reduce significant light splay.				
C16	Additional	A Breeding Tern Mitigation Strategy has been prepared to mitigate potential impacts to the tern colonies located close to the onshore substation site. The strategy details several mitigation measures including restricted working periods, visual screening, construction sequencing, noise and lighting limits and monitoring and response measures. Full details of the measures proposed are provided in EIAR **Volume 3**, **Chapter 10 Ornithology,** EIAR **Volume 4, Appendix 10.9 Investigation of disturbance tolerance of terns breeding near to the onshore substation site** and **Section 10.10** of the **EIAR Addendum (Part 1)**.	Construction	Onshore substation	10	EIAR Chapter 10 Ornithology
C17	Primary	The Onshore Substation Architectural Design Statement accompanies the planning application. As part of the design of the façade for the onshore substation bird of prey deterrents were incorporated at 2 locations: • Creating a steep angle (+60°) to the band between the brick base and metal cladding of the façade; and	Operation	Onshore substation	10	EIAR Chapter 10 Ornithology

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Raising of the metal cladding above roof parapet, impairing hunting birds' view of target platform.				
C18	Primary	An Ecological Vessel Management Plan (EVMP) has been prepared to determine vessel routing to and from construction sites and ports and to include a code of conduct for vessel operators. The EVMP includes details of: • The types and specifications of vessels for the CWP Project; • How vessels will be monitored and coordinated; • Vessel speeds transiting inside or within 2km of The Murrough SPA from November to March, inclusive; and • The use of defined transit routes to site from key construction and operation ports, where practicable to do so. The EVMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.	Construction Operation Decommissioning	All offshore infrastructure	9, 10, 11, 13, 15	Ecological Vessel Management Plan
C19	Primary	A Navigational Safety Plan (NSP) has been prepared for shipping and navigation	Construction Operation	All offshore infrastructure	12, 16	Navigational Safety Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		purposes, including the safe navigation of fishing vessels. The NSP includes details of: Advisory safe passing distances around structures and works; • Marine coordination and communication to manage the movements of project vessels; • Marking of all infrastructure associated with the project (including subsea cables) on appropriately scaled Admiralty Charts; • Procedures in relation to Local Notices to Mariners, to be updated and re-issued during construction and prior to planned maintenance works; • Consultation with the relevant harbour authorities; • Compliance of all project vessels with international marine regulations as adopted by the Flag State, notably the COLREGs and International Convention for the Safety of Life at Sea (SOLAS); • Use of a guard vessel(s) as deemed appropriate by risk assessment; and • Confirmation that vessels used in operations will be appropriately licensed and have the requisite Certificates, e.g. Irish Load Line Cert, in place beforehand	Decommissioning			

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		The NSP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.				
C20	Primary	A Fisheries Management and Mitigation Strategy (FMMS) has been prepared to provide an overview of the Applicant's approach to fisheries liaison and mitigation with regards to the CWP Project. This includes measures proposed to facilitate co-existence with the commercial fishing industry with the aim of minimising potential impacts to fisheries stakeholders as far as possible. The FMMS includes details of: • The roles and responsibilities of the Fisheries Liaison Officer and other relevant fisheries liaison roles); • Approach to disseminating information and communicating with fisheries stakeholders; • Procedures to facilitate coexistence; and • Code of good practice for all vessels The FMMS will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live	Construction Operation Decommissioning	All offshore infrastructure	12	Fisheries Management and Mitigation Strategy

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		document which will be updated prior to the start of construction.				
C21	Additional	The impact of light associated with offshore construction works shall be reduced through proper placement of light sources in addition to using lights with high directionality. The amount of lighting should be targeted to achieve minimum required or necessary light levels, by reducing the number of lights or by moving from general area lighting to specifically focused task-based lighting.	Construction Decommissioning	All offshore infrastructure	10, 13	Construction Environmental Management Plan
C22	Additional	A Construction Environmental Management Plan (CEMP) has been prepared to provide a management framework, to ensure appropriate controls are in place to manage environmental risks associated with the construction of the CWP Project. The CEMP will include the responsibilities of an experienced Ecological Clerk of Works (ECoW) with a bat licence, to be appointed throughout the construction phase of the project. Though considered to be of low likelihood, it is possible that bats will roost on the construction vessels, the WTGs or OSSs during construction. As such, the ECoW will be available for advice should any bats be seen resting or otherwise stopping on the vessels or	Construction	All offshore infrastructure Offshore construction vessels	13	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		infrastructure. The deliberate disturbance of bats would not be permitted unless they are in definitive need of care, in line with the Natural England 2025 literature review which highlights the occasional rescue of bats from offshore turbines. In this way a derogation licence is not required as bats will not be deliberately disturbed. Guides on how to identify the different bats, with life size photos, will also be available to the construction personnel to aid with identification of any bats which are seen, including during flight. If bats are seen this will be logged, with the date, location and weather conditions recorded to aid future research into bat movements within the area.				
C23	Additional	As bats will have had a minimum of 25 years to find roosting opportunities within the offshore infrastructure, should any gaps, expansion joints, or other crevices be present these will be noted and infrared cameras (or similar) used to check for evidence of potential bat roosting. Any such features will be dismantled carefully, by hand where possible, to ensure that if there are bats roosting within the structures (considered highly unlikely at this time) any risks to them are minimised. An appropriately experience ecologist would be	Decommissioning	WTGs OSSs	13	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		available for contact regarding any bats found resting during this phase.				
C24	Primary	Positions of WTGs and OSSs have been informed by a wide range of site specific data, including geophysical and geotechnical survey data, used to identify potential archaeological receptors within the offshore development area. Consequently, archaeological exclusion zones (AEZs) around known features of archaeological interest have been avoided. No works that impact the seabed will be undertaken within the extent of an AEZ during the construction, operational, or decommissioning phases. Seabed features of likely/potential archaeological interest (i.e. A2 geophysical anomalies) will be avoided by permanent and temporary offshore infrastructure and locational flexibility (Limits of Deviation) wherever possible. Avoidance of these seabed features by micro-siting has informed the current design process (see **Figures 1-16** of the draft **MAMP**). Where this has not been possible, further appraisal is proposed prior to construction. For example, where geophysical surveys may be undertaken in advance of the development, or during a UXO survey, it is recommended that the data will be assessed by a suitably qualified archaeological	Construction	All offshore infrastructure	14	EIAR Chapter 3 Site Selection and Consideration of Alternatives EIAR Chapter 14 Marine Archaeology & Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		contractor. This will confirm the presence of ferrous material at the location of features identified during the initial assessment, as well as helping to identify any additional ferrous features of archaeological potential within the offshore development area. Similarly, where ground investigation works impact identified palaeolandscape features of archaeological interest, survey datasets will be geoarchaeologically assessed by a suitably qualified archaeological contractor. Further investigations mean that anomalies can either have their archaeological value removed, if they prove to be of non-anthropogenic nature or modern, or their value as archaeological assets confirmed. If their value is confirmed, appropriate mitigation in the form of either avoidance (which may be enacted by the implementation of an AEZ) or through preservation by record or other applicable measures is recommended.				
C25	Additional	With regards to Palaeogeography, should further ground investigation work be undertaken within the study area to inform the final alignment, it is recommended that the archaeological contractor be consulted to advise on potential samples to be acquired for archaeological purposes, particularly from the fine-grained deposits	Construction	All offshore infrastructure	14	EIAR Chapter 14 Marine Archaeology & Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		75015, and other identified units of archaeological interest identified within the data. It is also recommended that any geotechnical logs from within the study area be made available for geoarchaeological assessment by a suitably qualified archaeological contractor. Furthermore, it is recommended that any samples acquired containing material of archaeological potential, particularly those within the channel features 75011, 75014, 75016, 75020, 75021 and 75025 or fine-grained deposit 75015, be made available for geoarchaeological assessment				
C26	Additional	In instances where archaeological monitoring is not required, with the agreement of the NMS, a protocol for archaeological discoveries (PAD) will be implemented as best practice to ensure that CWP Project is prepared for unexpected discoveries of archaeological material - including shipwreck material, aircraft remains, submerged prehistoric material or other archaeological material - and are addressed in a timely and appropriate manner. The PAD also makes provision for the implementation of temporary exclusion zones around areas of possible archaeological interest, for prompt archaeological advice, and, if necessary, for	Construction Operation Decommissioning	All offshore infrastructure	14	EIAR Chapter 14 Marine Archaeology & Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		archaeological inspection of important features prior to further activities in the vicinity. The PAD provides a mechanism to comply with the Irish legislation, including notification to the UAU / NMS, and accords with the Code of Practice for Seabed Developers (JNAPC, 2006).				
C27	Additional	With regards to intertidal heritage assets, a targeted archaeological walkover survey shall be undertaken along the final offshore export cable alignments within the OECC. This will enable the identification of any further cultural heritage receptors with surface expression along the proposed cable routes leading up to the landfall. Furthermore, a metal detection survey, including excavation of identified targets is recommended to identify any material of archaeological potential located along the proposed cable alignments. For the one known intertidal heritage receptor (1001–1003) it is recommended that the site is re-established to verify the feature and an archaeological recording is undertaken prior to construction works. This would entail a photographic record, drawing record and assessment, following current best practice and guidance outlined in the Framework and Principles for the Protection of the Archaeological Heritage (1999) and	Construction Decommissioning	Landfall	14	EIAR Chapter 14 Marine Archaeology & Cultural Heritage Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Policy and Guidelines on Archaeological Excavation (1999) Mitigation in the form of avoidance (which may be enacted by the implementation of an AEZ) shall be prioritised for all material of archaeological potential within the intertidal area.				
C28	Primary	A Lighting and Marking Plan (LMP) has been prepared to capture construction and O&M phase lighting requirements for the offshore infrastructure and demarcation of the offshore development area such as construction buoy requirements. The LMP includes details of: • Marking and lighting of the array site in agreement with Irish Lights and in line with IALA G1162 (IALA, 2021a); • Buoyed construction area around the array in agreement with Irish Lights; and • Specific requirements in terms of aviation lighting to be installed on the turbines. The LMP will be prepared in consultation with the IAA, DoD and IRCG. It will take into account DoD's requirement for WTGs to be observable to night vision equipment. The LMP will ensure appropriate lighting is in place to facilitate aeronautical safety.	Construction Operation	WTGs OSSs	16, 17	Lighting and Marking Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		The LMP will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.				
C29	Primary	An Emergency Response Cooperation Plan (ERCoP) will be in place for the CWP Project. The ERCoP will detail liaison with SAR resources including the IRCG to ensure suitable emergency response plans and procedures are in place. The ERCoP will refer to the marking and lighting of the WTGs and will consider helicopters undertaking SAR operations when rendering assistance to vessels and persons in the vicinity of the offshore development area. This will ensure appropriate lighting is in place to facilitate aeronautical safety during SAR operations.	Construction Operation	WTGs OSSs	16, 17	EIAR Chapter 16 Shipping and Navigation EIAR Chapter 17 Aviation, Military and Radar
C30	Primary	The IAA will be informed of the locations, heights and lighting status of the wind turbines, including estimated and actual dates of construction and the maximum heights of any construction equipment to be used, prior to the start of construction, to allow inclusion on aviation charts and in the IAA IAIP. This will comply with OREDP (DCCAE, 2014) which requires the IAA to be	Construction Operation	WTGs OSSs	17	Chapter 17 Aviation, Military and Radar

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		notified of the construction and location of wind turbines.				
C31	Primary	All structures > 90 m amsl in height will be charted on aeronautical charts and reported to the IAA at least three months prior to construction, for input into the IAA's database of tall structures in Ireland. An object which is higher than 90 m in height is considered to have significance for the en-route operation of aircraft in Irish airspace.	Construction Operation	WTGs OSSs	17	Chapter 17 Aviation, Military and Radar
C32	Primary	During the operational phase, the operator of the CWP Project will issue, as necessary, requests to the IAA to submit Aeronautical Information Circulars (AIC) in the event of any failure of aviation lighting. Any light which fails shall be repaired or replaced as soon as is reasonably practicable. An alerting system for light failure will be put in place, such as remote monitoring or other suitable method agreeable to the IAA. This will comply with IAA ASAM No.18 which contains the policy on actions in the event of the failure of aviation warning lights on offshore wind turbines listed in the IAA IAIP.	Operation	WTGs OSSs	17	Chapter 17 Aviation, Military and Radar
C33	Primary	For the consideration of potential array sites on the east coast of Ireland, a thorough site selection process was developed that considered all aspects of the site that would have a bearing on the economic viability and	Construction Operation	All offshore infrastructure	18	EIAR Chapter 3 Site Selection and Consideration of Alternatives

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		the technical and environmental acceptability of an eventual OWF development in that area. This included an analysis of existing underwater pipelines and cables. As a result of this constraints analysis the array site boundary has been selected to avoid active utility assets such as underwater pipelines and cables. Likewise, the route selection for the OECC has been informed by the location of existing seabed infrastructure. The OECC has sought to take into account known subsea obstructions including cables and pipelines by enabling perpendicular crossings where possible.				
C34	Primary	A pre-construction geopysical survey will be undertaken to verify the location of existing subsea infrastructure.	Construction Decommissioning	All offshore infrastructure	18	EIAR Chapter 4 Project Description Chapter 18 Material Assets: Marine Infrastructure
C35	Primary	Consultation and liaison will be undertaken with asset owners and other energy infrastructure operators, as required. This is proposed to promote and maximise cooperation between parties and minimise spatial and temporal interactions between simultaneous activities.	Construction Operation Decommissioning	All offshore infrastructure	18	EIAR Chapter 18 Material Assets: Marine Infrastructure

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C36	Additional	The CWP Project offshore export cables will cross a number of existing assets. Where the existing assets depth of burial is sufficiently deep, the offshore export cable will be laid directly on the seabed. However, where the existing asset is too shallow, additional protection will be required to protect both the existing asset and the CWP Project offshore export cables. It is likely that concrete mattress will be placed over the existing asset, which is known as a separation layer. The offshore export cable will then be laid across this at an angle as close to 90 degrees as possible. The export cable will then be covered by a second mattress to secure the cables in place and ensure that they remain protected. The design and methodology of these crossings will be confirmed in agreement with the asset owners. Furthermore, the cable protection at cable crossings will be inspected during the life of the project and may need to be replenished with additional protection, depending on their condition.	Construction	Offshore cables	18	EIAR Chapter 4 Project Description Chapter 18 Material Assets: Marine Infrastructure
C37	Additional	Consultation with existing cable operators, approval of cable crossing agreements prior to decommissioning and adherence with relevant legislation and guidance at the time of decommissioning will be required to ensure that cable crossings are	Decommissioning	Offshore cables	18	Chapter 18 Material Assets: Marine Infrastructure

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		appropriately designed to mitigate environmental effects and damage to existing operational cables.				
C38	Additional	Where possible, vegetation clearance will be kept to a minimum. The proposed construction work areas will be demarcated prior to the construction works commencing. No clearance of vegetation will be undertaken outside of the demarcated areas. Construction vehicles will be restricted to designated areas and access tracks to avoid impacting adjacent habitats, and to ensure that soil compaction is restricted to these tracks. All disturbed ground will be fully reinstated following the completion of the works.	Construction Decommissioning	Landfall All onshore infrastructure	10, 21, 23	Construction Environmental Management Plan
C39	Primary	A Rehabilitation Schedule is provided as part of the planning application. This has been prepared in accordance with the MAP Act (as amended by the Maritime and Valuation (Amendment) Act 2022) to provide preliminary information on the approaches to decommissioning the offshore and onshore components of the CWP Project. A final Rehabilitation Schedule will require approval from the statutory consultees prior to the undertaking of decommissioning works. This will reflect discussions held with stakeholders and regulators to determine the exact methodology for decommissioning,	Decommissioning	All offshore infrastructure All onshore infrastructure	6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	Rehabilitation Schedule

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		taking into account available methods, best practice and likely environmental effects.				
C40	Primary	To reduce the potential effects on seascape, landscape and visual receptors, a minimum distance of 5 km from the high water mark (HWM) was defined for the initial identification of potential array sites. The key advantages of Codling Bank in relation to potential impacts on seascape, landscape and visual receptors are listed below: • Firstly, the distance of the site from the coastline (13 – 22 km) presents the advantage of reducing the magnitude of visual impact when viewed from the shoreline when compared to other potential sites located closer to the shoreline; and • Secondly, as the Codling Bank is significantly larger than the other banks in the area, it allows the design of the array site to be in a layout extending away from the coastline, rather than confined to a long strip of turbines running parallel to the coastline, reducing the degree and magnitude of visual impact from the coastline.	Operation	WTGs OSSs	15	EIAR Chapter 3 Site Selection and Consideration of Alternatives
C41	Primary	Regarding the potential effects upon seascape, landscape and visual receptors	Operation	WTGs	15	EIAR Chapter 3 Site

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		the Applicant has sought to reduce the number of turbines as far as possible. This is evident in the proposed reduction in the number of WTGs from up to 140 (at EIA Scoping) to 75 (Option A) or 60 (Option B).				Selection and Consideration of Alternatives
C42	Primary	Regarding the potential effects upon seascape, landscape and visual receptors, whilst technical and safety requirements take precedence, the Applicant has sought to produce a visually balanced and coherent layout of turbines when seen from key viewpoints, demonstrating a consistent rhythm and spacing. For both Option A and Option B a grid layout is proposed with Search and Rescue (SAR) lanes in two lines of orientation. Furthermore, for both options, whilst outliers are present, there are no outlying WTGs that appear significantly detached from the rest of the array. Variation in WTG spacing arising from optimising output and foundation requirements have introduced a degree of irregularity, creating a more organic appearance that helps to reduce the clustering and stacking of WTGs, albeit from some locations the array will appear less coherent. It is inevitable, given the effect of	Operation	WTGs	15	EIAR Chapter 3 Site Selection and Consideration of Alternatives

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		perspective, the balance and coherence of the turbines in views will vary from one viewpoint to another, these differences are considered in the assessment.				
C43	Primary	Regarding the potential effects upon seascape, landscape and visual receptors the Applicant has sought to reduce the number of OSSs as far as practicable. This is evident in the proposed reduction in the total number of OSSs from up to five (at EIA Scoping) to 3 (for Option A and B).	Operation	OSSs	15	EIAR Chapter 3 Site Selection and Consideration of Alternatives
C44	Primary	To ensure compliance with SAR requirements and to reduce the potential effects on seascape, landscape and visual receptors, the Applicant has sought to align the OSSs as closely as possible with the rows of WTGs, with a consistent spacing.	Operation	OSSs	15	EIAR Chapter 3 Site Selection and Consideration of Alternatives
C45	Primary	The Applicant has sought to reduce the extent of lighting associated with the array to reduce night-time effects. Aviation lighting was initially proposed for all WTGs; however, it was agreed that such lighting would only be introduced on each WTG around the edge of the array site. Lighting associated with WTG numbers will be hooded to reduce light spill. To minimise light pollution further, OSSs will be unlit whilst they are unmanned.	Operation	WTGs OSSs	15	EIAR Chapter 3 Site Selection and Consideration of Alternatives

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C46	Primary	Piling works along the River Liffey Channel will not be permitted between March and May to avoid noise impact during the smolt run.	Construction	Onshore substation	9	Construction Environmental Management Plan
C47	N/A	**MMMP and primary mitigation measures for piling** The primary mitigation measures for piling have been incorporated into commitment reference C08. Commitment reference C08 now describes all of the relevant primary mitigation measures for marine mammals relating to geophysical surveys, UXO clearance and piling.	N/A	N/A	N/A	Marine Mammal Mitigation Protocol
C48	Additional	The following mitigation measures will be implemented to mitigate potentially significant effects associated the installation of the export cables and onshore infrastructure within the nearshore (<500m from MLWS), intertidal, and landfall. • During the period September to mid-April, inclusive, the following restrictions will apply to the proposed CWP Project construction: • Cable route installation or associated activities, including preparatory works, will not be undertaken within the OECC between MLWS and MHWS.	Construction	Landfall	10	EIAR Chapter 10 Ornithology

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Vessel activities will not occur within 300m of the MLWS datum. • Construction activities relating to cofferdam installation will not be undertaken. • Construction activities relating to open cut trenching at landfall will not be undertaken. • Piling activities associated with TJB construction, where required, will not be undertaken. • 2.6m localised screening will be erected around noisy plant sources associated with the open cut excavation including piling works at the temporary cofferdam, tunnel excavation works (within the Compound A) and the horizontal directional drilling (HDD) installation of the ESBN networks cables; and • 2.6m hoarding will be erected around the perimeter of the temporary tunnel compound, located in Compound A and the temporary HDD compound located in Compound C. • 2.6m high perimeter hoarding will also be erected around the boundaries of Compound A and Compound C With the exception of notifiable events, for which notification of stakeholders will be				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		required prior to works, the same restrictions will apply between one hour prior to sunset and the following sunrise during the period 15th July – 31st August, inclusive.				
C49	Additional	Appropriately sized exclusion nets will be installed over the harbour wall prior to the Sand Martin breeding season (April to September) to exclude birds from the nesting holes, should it not be possible to avoid works on the harbour wall or reclamation work for the harbour wall during this period. In addition, prior to any works a suitably qualified ecologist will ensure there are no active sand martin nests. The net will be approximately 80 m in length	Construction	Onshore substation	10	EIAR Chapter 10 Ornithology
C50	Additional	Appropriately sized exclusion nets will be installed over the harbour wall prior to the black guillemot breeding season (April to September) to exclude birds from the nesting holes, should it not be possible to avoid works on the harbour wall or reclamation work for the harbour wall during this period. In addition, prior to any works a suitably qualified ecologist will ensure there are no active Black Guillemot nests. The net will be approximately 80 m in length.	Construction	Onshore substation	10	EIAR Chapter 10 Ornithology
C51	Additional	MSO and Irish Lights will be consulted on the final cable alignments to inform any	Construction	Offshore cables	16	Chapter 16 Shipping and Navigation

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		areas where there is a reduction in water depth >5%.				
C52	Additional	IRCG will be consulted on the final WTG / OSS layout to inform IRCG where LoD has been implemented.	Construction	OSSs	16	Chapter 16 Shipping and Navigation
C53	Additional	The Applicant's contractors will adopt specific measures relevant to the prevention of contaminant supply to water bodies. These are secured in the Construction Environmental Management Plan (CEMP), submitted as part of the planning application, and will prevent immediate discharge of contaminated water and sediment from the onshore construction works. These measures include: • Situating concrete and cement mixing and washing areas at least 10 m away from the nearest water body. These areas will incorporate settlement and recirculation systems to allow water to be reused. All washing out of equipment would take place in a contained area and the water collected for disposal offsite. • Storing all fuels, oils, lubricants and other chemicals in impermeable bunds with at least 110 % of the stored capacity, with any damaged containers being removed from site. Refuelling	Construction Decommissioning	All onshore infrastructure	7, 8, 9, 11, 19, 20, 21	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		would take place in a dedicated impermeable area, using a bunded bowser, located at least 10 m away from the nearest water body, where practicable to do so. • Ensuring that spill kits are available on site at all times as well as sandbags and stop logs for deployment on the outlets from the site drainage system in case of emergency spillages. • Foul drainage (e.g., from construction welfare facilities) will be collected through mains connection to an existing mains sewer (if such a connection is available) or collected in an alarmed holding tank located within the planning application boundary and transported off site for disposal at a licensed facility with appropriate treatment capacity within its existing permit. In the event of a widespread leak or spill, the following measures shall be implemented in addition to the most up to date standard practices at the time of the event: • The source of the leak or spill shall be cut off as soon as possible; • The material shall be bunded immediately to prevent further spread;				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• The relevant authorities shall be contacted, including those who will be able to assist in the clean-up of the leak or spill; and • A remediation plan shall be implemented to monitor and remediate the leak or spill. Measures specific to the control of drilling fluids (i.e., bentonite) during the tunnel and HDD installation are listed below: • The drilling fluid / bentonite will be non-toxic and naturally biodegradable (i.e., Clear Bore Drilling Fluid or similar will be used); • The area around the bentonite batching, pumping and recycling plant will be bunded using terram and sandbags in order to contain any spillages; • Drilling fluid returns will be contained within a sealed tank / sump to prevent migration from the works area; • The drilling process / pressure will be constantly monitored to detect any possible leaks or breakouts into the surrounding environment. This will be gauged by observation and by monitoring the pumping rates and pressures. If any signs of breakout				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		occur, then drilling will be immediately stopped; • Spills of drilling fluid will be cleaned up immediately and stored in an adequately sized skip before being taken off site; • Daily monitoring of the works area and the water treatment and pumping system, will be completed by a suitably qualified person during the construction phase. All necessary preventative measures will be implemented to ensure no entrained sediment is discharged.				
C54	Additional	It is currently assumed that the excavated material at the landfall and onshore substation site will not be suitable for re-use and will therefore be taken off-site for disposal. However, during the detailed design stage, maximising beneficial re-use of the excavated material on site will be prioritised over off-site disposal. The re-use of material will be subject to testing to confirm suitability in terms of composition and characteristics for heat dissipation. Additionally, where feasible, classification for reuse as a by-product, on other construction site(s), under Article 27 will be considered.	Construction	Landfall Onshore substation	19, 27, 31	Construction & Demolition Waste Management Plan
C55	Additional	A Construction Demolition Waste Management Plan has been prepared in accordance with the Best Practice	Construction	All onshore infrastructure	31	Construction & Demolition Waste

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects, published by the EPA in November 2021. The CDWMP outlines the approach for on-site and offsite waste management during the construction phase of the CWP Project. The scope of the CDWMP includes principles of waste management that can be applied to most wastes that would be created during the construction phase. These are: • Where waste generation cannot be avoided, waste disposal will be minimised; • Opportunities for reuse of materials and wastes will be sought throughout the construction phase; • Adhere to waste legislation for storage and handling on-site; and ensure that the relevant regulatory controls have been applied to the reuse, recycling, or recovery of waste on-site; • No waste from the CWP project shall be deposited outside the planning application boundary unless it is at a facility that holds a valid environmental permit or suitable authorised exemption. Offsite waste management facilities are legally obliged to operate under an				Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		environmental permit (or an authorised exemption), which is in place to ensure that the site is operated in a manner to prevent emissions causing harm to human health or the environment; • Ensure that excavated material proposed for recovery/disposal offsite will be subject to contamination testing, to confirm it meets the acceptance criteria for an appropriate waste management facility; • Ensure that those who remove waste from site have the appropriate authorisation (i.e. are registered waste carriers); and those facilities that receive waste from the site hold a valid environmental permit or authorised exemption; • Allocate space on site for the storage of waste materials and ensure that storage areas and containers are clearly labelled (appropriate signage) so site workers know which wastes should be put there. Paved areas/impermeable surfaces may be required, as deemed necessary, to prevent direct contact with the ground; • Hazardous waste must be stored separately from non-hazardous wastes to avoid contamination;				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Provide separate containers for dry recyclables, such as paper and cardboard, plastic, glass, wood, and metal at welfare facilities within temporary works areas. This would encourage recycling and increase the potential value of the recyclable items by avoiding contamination; • Monitor the actual quantities of wastes produced during construction and update the CDWMP to allow comparison with waste arisings estimated prior to construction. Record the proposed waste management option (e.g. reuse on site, recycle offsite, or dispose offsite) for each waste produced; • Avoid oversupply of incoming construction materials which have the potential to become waste; • All wastes that are removed off site would be described on a waste transfer note or hazardous waste consignment note (as appropriate) that tracks the movement of the waste to the specified disposal or recovery facility; • Should any asbestos containing materials be encountered, these will be removed by a specialist asbestos removal contractor and disposed of as asbestos waste. All asbestos removal				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		work must be carried out in accordance with the Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations, 2006 (S.I. No. 386 of 2006) and Safety, Health and Welfare at Work (Exposure to Asbestos) (Amendment) Regulations 2010 (S.I. No. 589/2010); • The appointed contractors should identify appropriate staff that are responsible for waste management; and ensure that all contractor staff are aware of the appropriate reuse, recovery, or disposal routes for each waste. These measures would promote sustainable waste management practices by maximising waste prevention, re-use, recycling, and recovery opportunities for material destined for offsite waste management. The target set for C&D waste management for the CWP Project is to exceed the national target of preparing for reuse, recovery and recycling of 70% of non-hazardous C&D waste (excluding soil and stone). The main contractor will be made aware of this project target and will be required to engage suitably permitted/licenced waste contractors that will be able to provide a commitment to achieving, or exceeding, this target.				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C56	Primary	For installation of the onshore export cables, a flooded or wet caisson will be utilised during the excavation of the three tunnel shafts, to limit the generation of brackish groundwater. The objective of the wet caisson is to excavate in permeable ground while limiting the generation of groundwater requiring treatment and disposal. Groundwater levels in the caisson will be maintained at the existing groundwater levels. The wet caisson will progress through the sand and gravels and be completed within the underlying low permeability clay. A concrete plug will provide a sealed working base for each tunnel drive to allow safe pipe jacking operations	Construction	Onshore cables	7, 20	EIAR Chapter 4 Project Description
C57	Primary	An Onshore Substation Site Drainage and Water Supply Design Report has been prepared to summarise the storm water and foul water drainage proposals for the CWP Project during the O&M phase, as well as the proposed potable water supply proposals. The Onshore Substation Site Drainage and Water Supply Design Report includes details of: • Storm water network design • Storm water collection and disposal systems	Operation	All onshore infrastructure	7, 20	Onshore Substation Site Drainage and Water Supply Design Report

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Foul water collection and disposal systems • Estimated potable water demand The Onshore Substation Site Drainage and Water Supply Design Report will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent.				
C58	Additional	Installation of the landfall cable ducts using open cut methods will require the excavation of a single swathe with three cable trenches between the TJBs and the intertidal area, within which cable ducts for each of the three cable circuits will be laid and buried. Prior to the commencement of open cut cable duct installation, a temporary cofferdam will be installed to act as a barrier to tidal inundation whilst the existing stone covered foreshore is temporarily removed, and the ducts installed. The type of cofferdam that is used will be determined post consent once a cable installation contractor has been appointed, however a water or sand filled cofferdam is likely to be a viable option, taking into account the low tidal pressures. Other options include a berm created using existing sediment or	Construction	Landfall	7, 8, 9, 20	Construction Environmental Management Plan EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		temporary sheet piling. The cofferdam will be installed in such a way as to permit open cut trenching from the onshore area to the intertidal area, allowing a dry working area below the HWM. As well as providing a temporary flood defence structure, the cofferdam will act as a a barrier to prevent the transport of sediment and any associated contaminants from the onshore works area into the marine environment. After installation of the temporary cofferdam, open cut trenching and cable duct installation will commence between the repositioned footpath and the intertidal area (within the cofferdam). A trench for each of the 3 No. circuits (up to 3 m in depth) will be excavated using a backhoe and / or 360° excavator, with access provided via the haul road. Based on water level monitoring, groundwater levels are c.3.5 to 4m bgl, therefore limited groundwater is expected to be encountered during the excavation. However, any water encountered within the open trenching will be collected at sumps, treated on site and discharged to the				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		existing sewerage network. There will be no discharge of surface water or groundwater to the intertidal area.				
C59	Additional	Dewatering may be required from excavations where groundwater is encountered. The groundwater will be pumped and tankered off-site for discharge under licence, at a licensed facility. Dewatering will be undertaken in accordance with CIRIA C750 'Groundwater control – design and practice' 2nd Ed (CIRIA, 2016).	Construction Decommissioning	All onshore infrastructure	7, 20	Construction Environmental Management Plan
C60	Additional	The replanting of vegetation (ca. 7,856 m2) will be undertaken within the onshore development area following the completion of the works. The replanting will include the planting of native woodland (ca. 4098 m2), native shrub (ca. 2,708 m2) and wildflower beds (ca. 1,050 m2) at the landfall site, along Shellybanks Road and Pigeon House Road (refer to Figures 23.7, 23.8 and 23.9 in Chapter 23 Landscape and Visual Impact). All planted species will be certified native stock and from an approved supplier of the Green, Low-Carbon Agri-Environmental Scheme (GLAS). Further details are provided in the Landfall Landscape Reinstatement Plan contained in Figure 23.7, 23.8 and 23.9 of Chapter 23 Landscape and Visual Impact. The	Operation	Landfall	10, 21, 23	EIAR Chapter 23 Landscape and Visual Impact Assessment

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		replanting will include a variety of plant species which will increase the species diversity, particularly at the landfall site, which currently comprises dense bramble and invasive plant species.				
C61	Additional	Although they are not protected, the bee and pyramidal orchids which were recorded at the onshore substation site and in Compound B will be carefully dug out and transplanted to a designated translocation site within the CWP Project site boundary, prior to the construction works commencing. The orchids will be translocated in June or July (as they are easily identified then) and a deep soil profile is excavated with the orchids to ensure that enough soil, containing mycorrhizal soil fungi, essential to orchid survival, is transferred along with the plants themselves. The orchids will then be replanted within the designated translocation area in either autumn or early spring.	Construction	Construction compounds	10, 21	Construction Environmental Management Plan
C62	Additional	To avoid significant effects and to comply with Regulations 49 and 50 of the European Communities (Birds and Natural Habitat) Regulations (2011), the INNS located within the onshore development area, which will be directly impacted, will be removed prior to the construction works commencing.	Construction Decommissioning	All onshore infrastructure	10, 21	Onshore Invasive Species Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		An Onshore Invasive Species Management Plan (Onshore ISMP) has been prepared and is included within the Planning Application. The ISMP outlines control measures which will be put in place in order to control and manage the INNS. The Onshore ISMP includes details of: • Survey observations and photographs illustrating invasive species infestation; • Control, treatment and management options for each type of invasive species identified; and • Biosecurity standard operating procedures for personnel and equipment. The Onshore ISMP be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and submitted to the relevant authority, prior to the start of construction.				
C63	Additional	Measures to avoid or otherwise minimise disturbance to ecological receptors are described in the Construction Environmental Management Plan (CEMP). Measures included in the CEMP that are specific to the protection of badger are detailed below:	Construction Decommissioning	All onshore infrastructure	21	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents

		• No construction works will occur outside the CWP Project planning application boundary.
		• All construction site personnel will be made aware of the location of the artificial sett to ensure there is no accidental damage to the sett during the construction phase.
		• To further reduce the potential for disturbance to the artificial sett, the following will be undertaken:
		  ○ 2.6 m localised screening will be erected around noisy plant sources associated with the open cut excavation including piling works at the temporary cofferdam, tunnel excavation works (within the Compound A) and the HDD installation of the ESBN networks cables; and
		  ○ 2.6 m hoarding will be erected around the perimeter of the temporary tunnel compound, located in Compound A and the temporary HDD compound located in Compound C.
		  ○ These screening proposals will reduce predicted construction noise levels at the sett, to within 39–58 db.				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		These levels are below and within existing baseline levels of the surrounding area. • It is noted that 2.6 m high perimeter hoarding will also be erected around the boundaries of Compound A and Compound C. • Large excavations, particularly those associated with the tunnel works, HDD works and cable duct installation, will either be covered (with plywood), fenced or have an escape ramp installed overnight to prevent badgers, or other wildlife, from falling into them and becoming trapped. • All temporary lighting used during the construction works will be cowled and directed away from the existing artificial sett and away from foraging sites (areas of scrub, grasslands and woodlands). • The artificial sett will be monitored by the ECoW when constructions works are being undertaken at the landfall and for tunnelling works at the southern section of the onshore export cable, to ensure the sett is not being disturbed. The sett will be monitored using trail cameras (under licence) and visual inspections. In the event the badger sett is being disturbed by the construction works, all				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		works will be temporarily halted until alternative, sufficient protective measures are put in place. In the event that the construction phase of the CWP Project is delayed more than 12 months after the initial baseline surveys, pre-construction badger surveys will be undertaken prior to the construction works commencing, to establish whether there have been any changes to the receiving environment, particularly in relation to the establishment of new badger setts. The pre-construction survey will be undertaken by an experienced and qualified Ecologist and will take place no more than 10 to 12 months in advance of construction works commencing as per the NRA (2005) guidelines. The pre-construction survey will assess the status of the existing artificial badger sett and identify any newly established setts.				
C64	Additional	In the event that the construction phase of the CWP Project is delayed more than 12 months after the initial baseline surveys, pre-construction badger surveys will be undertaken prior to the construction works commencing to establish whether there has been any change to the receiving environment, particularly in relation to the establishment of new badger setts.	Construction Decommissioning	All onshore infrastructure	21	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		The pre-construction surveys will be undertaken by an experienced and qualified Ecologist and will take place no more than 10 to 12 months in advance of construction works commencing as per the NRA (2005) guidelines. The pre-construction survey will assess the status of the existing artificial badger sett and identify any newly established setts in advance of the construction works commencing. In the event a new badger sett is identified during the pre-construction surveys, within the ZoI of the OTI and landfall, the appointed contractor(s) will follow the guidelines outlined within the NRA (2005) document, and ensure appropriate measures are implemented. In the event a new badger sett is identified within the ZoI of the OTI, the appointed Contractor will implement the following measures, as outlined within the NRA (2005) guidance: • Camera traps will be installed at the sett to establish the level of activity. • If required, a one-way badger gate will be fitted over each entrance. • Gates will be closed after three days and will be monitored every three days for 21				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• days in total before the sett is then deemed inactive. • Monthly monitoring of the closed sett will be undertaken to ensure there has been no interference with the closure and no mammals have attempted to dig back into the sett. • Once the sett has been confirmed to be inactive, the sett will be destroyed. • Sett exclusion / sett closure works will be undertaken prior to the commencement of the badger breeding season (December to June). • No sett interference will therefore occur between December and June inclusive when dependant young could be present. Replanting of the berm at the landfall will increase plant diversity in that area and likely provide new foraging habitat for the local badger population.				
C65	Additional	In the event that the construction phase of the development CWP Project is delayed more than 12 months after the initial baseline surveys, a pre-construction otter survey will be undertaken within suitable habitat within ZoI of the onshore development area. The pre-construction survey will be conducted no more than 10 to	Construction Decommissioning	All onshore infrastructure	21	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		12 months in advance of the construction works as per the NRA (2006) guidelines. In the event that a new holt is identified within the ZoI of the proposed works, a derogation licence will be sought from NPWS, and appropriate measures will be implemented.				
C66	Additional	The berm will be reinstated once the construction works are completed. A mix of native tree species will be planted at the landfall location. The mix of native trees species will include bat-friendly scented species such as dog rose (Rosa canina), guilder rose (Viburnum opulus) and hazel (Corylus avellana), which will attract and benefit bat species (refer to Figure 23.7 in Chapter 23 Landscape and Visual Impact Assessment). Four bat boxes (Schwegler Woodcrete 1FF bat box or equivalent) will be erected on mature trees or poles at the landfall site. The bat boxes will be erected prior to the construction works commencing and the exact siting of the bat boxes will be undertaken in consultation with a bat specialist. The bat boxes will be installed in line with the following guidelines: • Straight limb trees (or telegraph pole) with no crowding branches or other obstructions for at least 1 m above and	Operation	Landfall	21	Chapter 21 Onshore Biodiversity Chapter 23 Landscape and Visual Impact Assessment

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		below position of bat box. The diameter of tree should be wide and strong enough to hold the required number of boxes. • The bat boxes will be installed in areas where bats are known to forage or adjacent to suitable foraging habitats. • The bat boxes must be installed in locations sheltered from prevailing winds. • The bat boxes will be erected at a height of 4–5 m, to avoid predation and vandalism.				
C67	Additional	Measures to avoid or otherwise minimise disturbance to ecological receptors are included in the Construction Environmental Management Plan (CEMP). With regards to the protection of bats, to reduce disturbance, all temporary lighting associated with the onshore construction works will be placed strategically by the appointed contractor following consultation with the appointed ECoW to ensure that illumination beyond the works area is controlled. Lighting will be cowled and directional to reduce significant light splay. No light will be directed toward the vegetated berm at the landfall site.	Construction Decommissioning	All onshore infrastructure	21	Construction Environmental Management Plan
C68	Additional	Measures to avoid or otherwise minimise disturbance to ecological receptors are	Construction	All onshore infrastructure	21	Construction Environmental

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		included in the Construction Environmental Management Plan (CEMP). With regards to the protection of other mammal species, to reduce disturbance, all temporary lighting associated with the onshore construction works will be placed strategically by the appointed contractor following consultation with the appointed ECoW to ensure that illumination beyond the works area is controlled. Lighting will be cowled and directional to reduce significant light splay. No light will be directed toward the vegetated berm at the landfall site.	Decommissioning			Management Plan
C69	Additional	Measures to avoid or otherwise minimise disturbance to both human and ecological receptors are included in the Construction Environmental Management Plan (CEMP). The CEMP outlines a series of noise abatement measures that will be adopted by the Applicants contractors in accordance with British Standard BS 5228 1:2009 to reduce the level of noise during the construction phase.	Construction Decommissioning	All onshore infrastructure	21, 30	Construction Environmental Management Plan
C70	Additional	All new lighting at the onshore substation site will be designed following regard of the Bat Conservation Trust Guidelines (2018) and will include the following: • All luminaires used will lack UV/IR elements.	Operation	Onshore substation	21	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• LED luminaires will be used due to the fact that they are highly directional, lower intensity, good colour rendition and have dimming capability. • A warm white spectrum (<2700 Kelvins, i.e. 2200 Kelvins) will be used to reduce the blue light component of the LED spectrum). • Luminaires will feature peak wavelengths higher than 550 nm to avoid the component of light most disturbing to bats. • Column heights will be carefully considered to minimise light spill and the shortest column height allowed should be used where possible. • Only luminaires with an upward light ratio of 0% and with good optical control will be used. • Luminaires will be mounted on the horizontal, i.e. no upward tilt. • Any external security lighting will be set on motion-sensors and short (1 min) timers. • As a last resort, accessories such as baffles, hoods or louvres will be used to reduce light spill and direct it only to where it is needed.				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C71	Primary	The onshore export cable and ESBN network cable installation methods (i.e. underground tunnelling and HDD) have been selected / designed in order to mitigate by avoidance impacts on existing below ground infrastructure identified within the onshore development area.	Construction	All onshore infrastructure	26	EIAR Chapter 3 Site Selection and Consideration of Alternatives
C72	Additional	Appropriate decommissioning methodologies will be selected / designed in order to mitigate by avoidance any impacts on infrastructure identified within the onshore development area. Consultation with existing utility asset owners, approval of crossing / diversions agreements prior to decommissioning and adherence with relevant legislation and guidance at the time of decommissioning will be required.	Decommissioning	All onshore infrastructure	26	EIAR Chapter 26 Material Assets – Built Services
C73	Additional	Measures to avoid or otherwise minimise impacts to existing utility asset owners / services providers within the onshore development area are described in the Construction Environmental Management Plan (CEMP): • Prior to the commencement of the project and construction phase, there will be engagement with all utility asset owners / service providers; • Utility assets / services (underground and overhead) will be identified and	Construction Decommissioning	All onshore infrastructure	26	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		clearly marked prior to any pre-construction (site clearance) / construction / demolition activity occurring; • Any proposed building works will require a minimum clearance distance of 1 m either side of electrical cables; • No excavations will take place without prior consultation with relevant utility asset owners / service providers; • Prior to any mechanical excavation taking place ESBN will be consulted with and the exact locations of all underground electricity cables established and verified; • All works undertaken in the vicinity of underground assets will be carried out in accordance with current HSA guidance, namely the HSA 'Code of Practice for Avoiding Danger from Underground Services'; • All works will be undertaken with in accordance with the exclusion and safe operating distances around electricity infrastructure as set out in the ESB Code of Practice, as well as HSA guidance including the 'Code of Practice for Avoiding Danger from Overhead Electricity Lines';				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Liaison with asset owners / service providers will continue / be ongoing as required throughout the construction phase. The following mitigation applies to HDD installation methods along the ESBN network cables: • Excavation works and activities shall be monitored and engineered to take account of soil properties in order to ensure any slopes will remain stable; • Works which may have an impact on the stability of the soils in the area will also be taken into account (e.g., removal of contaminated soil, the use of imported soils and the subsequent changes to soil properties); and • A Method Statement will detail the proposed method of construction to ensure the safety and stability of neighbouring properties/structures and land throughout the installation phase. • • Monitoring of adjacent buildings/structures and land will be undertaken during construction.				
C74	Primary	The construction methodology for the landfall infrastructure will ensure that there is a clear, safe access path maintained between Irishtown Nature Park and Sean	Construction Decommissioning	Landfall	23, 29	EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Moore Park. While the existing path may be temporarily closed for landfall cable duct installation by open cut trenching, an alternative route will be maintained such that through access is always maintained.				
C75	Primary	The installation method for the onshore export cables between the landfall and the onshore substation site (i.e. underground tunnelling) will ensure that open cut trenching is not required across Pigeon House Road. This will ensure that Pigeon House Road does not need to be closed during the onshore export cable installation works and will maintain access for the local population to the Great South Wall and the Poolbeg Lighthouse during the construction phase	Construction	Onshore export cables	27, 29	EIAR Chapter 3 Site Selection and Consideration of Alternatives
C76	Primary	Offshore export cable ducts will be installed beneath the seabed in the intertidal area in Dublin Bay. Therefore no impacts to recreational users of Dublin Bay shall be experienced during the O&M phase of the CWP Project.	Operation	Landfall	23, 29	EIAR Chapter 4 Project Description
C77	Primary	Compound C at the former Pigeon House Hotel: Compound C will be established away and to the southwest of the upstanding hotel structure and adjacent stone footings identified during the field inspection (likely to	Construction	Construction compounds	22	EIAR Chapter 22 Archaeological, Architectural and Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		represent the remains of a barrack building). The compound will be hoarded during construction works.				
C78	Primary	Tunnelling of the onshore export cable beneath the Ballast Wall and Harbour Wall: The tunnel invert level for the onshore export cable (-25.3 m OD) has been designed to avoid direct impacts to the Ballast Wall (under the Pigeon House Road) and Pigeon House harbour wall.	Construction	Onshore export cables	22	EIAR Chapter 22 Archaeological, Architectural and Cultural Heritage
C79	Additional	All ground works within the zone of archaeological potential associated with the block house and fort (RMP DU019-027) will be subject to archaeological monitoring under licence from the National Monuments Service of the DoHLGH. This involves an archaeologist being present for the entirety of ground excavations. A licence for the works will take 3–4 weeks to process and the methodology will also require approval from the Dublin City Archaeologist. If archaeological remains are identified during the course of works, further mitigation will be required, such as preservation in-situ or by record. Preservation in-situ means that the identified remains will be avoided by any further works and retained within their original contexts. Preservation by record will require the	Construction	Onshore substation Construction compounds ESBN network cables	22	EIAR Chapter 22 Archaeological, Architectural and Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		archaeological excavation of the identified remains. Further mitigation will require additional methodologies to be agreed by the DoHLGH and Dublin City Archaeologist.				
C80	Additional	All ground works within the zone of archaeological potential associated with the Ballast Wall and at Pigeon House Harbour (RMP DU018-066/DU019-029, RPS 6797) will be subject to archaeological monitoring under licence from the National Monuments Service of the DoHLGH. Monitoring involves an archaeologist being present for the entirety of ground excavations. A licence for the works will take 3–4 weeks to process and the methodology will also require approval from the Dublin City Archaeologist. If archaeological remains are identified during the course of works, further mitigation will be required, such as preservation in-situ or by record. Preservation in-situ means that the identified remains will be avoided by any further works and retained within their original contexts, Preservation by record will require the archaeological excavation of the identified remains. Further mitigation will require additional methodologies to be agreed by the DoHLGH and Dublin City Archaeologist. As detailed in Chapter 24 Noise and Vibration, potential vibration impacts on the	Construction	Onshore export cables Onshore substation Construction compounds ESBN network cables	22	EIAR Chapter 22 Archaeological, Architectural and Cultural Heritage

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Pigeon House harbour wall will be mitigated with an initial pre-construction survey, followed by monitoring during piling works.				
C81	Additional	All ground excavation works will be subject to archaeological monitoring under licence from the National Monuments Service of the DoHLGH. Monitoring involves an archaeologist being present for the entirety of ground excavations. A licence for the works will take 3–4 weeks to process and the methodology will also require approval from the Dublin City Archaeologist. If archaeological remains are identified during the course of works, further mitigation will be required, such as preservation in-situ or by record. Preservation in-situ means that the identified remains will be avoided by any further works and retained within their original contexts, Preservation by record will require the archaeological excavation of the identified remains. Further mitigation will require additional methodologies to be agreed by the DoHLGH and Dublin City Archaeologist.	Construction	All onshore infrastructure	22	EIAR Chapter 22 Archaeological, Architectural and Cultural Heritage
C82	Primary	As part of the Flood Risk Assessment (FRA) for the onshore substation site it has been determined that the 0.1% annual exceedance probability (AEP) (1:1,000-year return period) high-end future scenario (HEFS) flood level is +4.34m ordnance	Operation	Onshore substation	20	EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		datum (OD). Therefore, in order to protect the site from fluvial flood risk, a minimum freeboard of 300 mm is to be provided resulting in a minimum site level of +4.64 mOD. The minimum site level will grade upwards from +4.64 mOD to a typical site platform level of +5.00 mOD to allow for local drainage gradients on site. Furthermore, to protect the site against overtopping due to wave surge, the perimeter levels of the site shall be locally raised to +5.24mOD.				
C83	Additional	The Traffic Management Plan (**Appendix 27.2** of **EIAR Chapter 27 Traffic and Transport**) contains the control measures and monitoring procedures for managing the potential traffic and transport impacts of constructing the CWP Project. The TMP alongside the CEMP include the following measures that seek to minimise the CWP Project's impact on climate due to GHG emissions from construction phase traffic: • Implement a policy which prevents idling of vehicles both on and off-site including HGV holding sites; • Construction phase traffic shall be monitored to ensure construction vehicles are using the designated haul routes;	Construction Decommissioning	All onshore infrastructure	28	EIAR Chapter 27 Traffic and Transport

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• All plant and machinery will be maintained and serviced regularly; • Efficient scheduling of deliveries will be undertaken to minimise emissions; and • Construction vehicles shall conform to the latest EU emissions standards and where reasonably practicable, their emissions should meet upcoming standards prior to the legal requirement date for the new standard. This will ensure emissions on haul routes are minimised.				
C84	Primary	The site selection and consideration of alternatives process for the CWP Project (see EIAR Chapter 3 Site Selection and Consideration of Alternatives) considered a number of alternative locations for the onshore substation site. The process evaluated alternative sites using a multi-criteria assessment, which included a consideration of likely environmental effects. The main reasons for selecting the preferred onshore substation site included it's proximity to the grid connection point and within a heavily industrialised area. It is also located away from residential properties and areas of recreational amenity. The selection of the site is therefore considered a key driver for mitigation by avoidance.	Operation	Onshore substation	23, 24, 25, 27, 29, 30	EIAR Chapter 3 Site Selection and Consideration of Alternatives

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C85	Primary	In general, the CWP Project has sought to specify the location, scale and extents of permanent and temporary infrastructure, however in some cases a degree of locational flexibility is required. Locational flexibility of permanent infrastructure is described as a Limit of Deviation (LoD) from a specific point or alignment. LoDs, described in Chapter 4 Project Description, are required to take account of additional ground condition data acquired during pre-construction site investigation surveys and results from pre-construction surveys.	Construction Operation	All onshore infrastructure Landfall	19, 21, 22, 26	EIAR Chapter 4 Project Description
C86	Primary	The design of the onshore substation has been developed to reduce the visual impact of the buildings where possible. It takes into account the need for the onshore substation buildings to achieve necessary engineering standards, whilst also recognising the importance of the surrounding buildings in the Poolbeg Peninsula. Key considerations included: • Material selection: The building facades have been designed to incorporate the architectural narrative of the past, present and future of the Poolbeg Peninsula, giving regard to the materials that currently surround the site; those being brick, stone and industrial metal.	Operation	Onshore substation	22, 23	EIAR Chapter 4 Project Description

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Visual massing: The massing of the buildings has been broken up by utilising two materials across the facade, creating an upper and lower layer. These layers are made up of a grey masonry base and metal clad top layer. The layers allow the onshore substation buildings to sit between and stitch together existing buildings in the Peninsula, from a historical and contemporary context. • Colour selection: The selection of the grey colour was found to be less impactful to other colours and sits well with the blue-grey tones of the water frontage and Dublin sky.				
C87	Additional	In order to ensure that no dust nuisance occurs a series of measures will be implemented, drawing on best practice guidance from the IAQM Guidance on the Assessment of Dust from Demolition and Construction (IAQM, 2024). The proposed dust control measures are described in detail Chapter 25 Air Quality and Climate and also captured within the Construction Environmental Management Plan (CEMP).	Construction Decommissioning	All onshore infrastructure Landfall	21, 25, 30	Construction Environmental Management Plan
C88	Additional	Site management (dust control mitigation): The aim is to ensure good site management by avoiding dust becoming airborne at	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		source. This will be done through good design and effective control strategies. Good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or quickly implementing effective control measures before the potential for nuisance occurs. When rainfall is greater than 0.2 mm/day, dust generation is generally suppressed (IAQM, 2023; UK ODPM, 2002). The potential for significant dust generation is also reliant on threshold wind speeds of greater than 10 m/s (19.4 knots) (at 7m above ground) to release loose material from storage piles and other exposed materials (USEPA, 1997). Particular care should be taken during periods of high winds (gales) as these are periods where the potential for significant dust emissions are highest. The prevailing meteorological conditions (wind speed and rainfall, as described in Chapter 25 Air Quality) in the vicinity of the site are favourable in general for the suppression of dust for a significant period of the year. Nevertheless, there will be infrequent periods where care will be needed to ensure that dust nuisance does not occur. The dust minimisation measures shall be reviewed during the works, in tandem with				Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		the daily site inspections (recommended below), to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust through the use of best practice and procedures. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed and satisfactory procedures implemented to rectify the problem. Specific dust control measures to be employed are described below. • The name and contact details of a person to contact regarding air quality and dust issues shall be displayed on the site boundary, this notice board should also include head/regional office contact details. • It is recommended that community engagement be undertaken before works commence on site explaining the nature and duration of the works to local residents and businesses. • A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with dust nuisance or air quality concerns, together with details of any remedial actions carried out. • It is recommended that regular liaison meetings with other high risk				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		construction sites within 500 m of the site boundary be held, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/ deliveries which might be using the same strategic road network routes. • The Principal Contractor or equivalent will monitor the contractors' performance to ensure that the proposed mitigation measures are implemented and that dust impacts and nuisance are minimised. It is the responsibility of the contractor at all times to demonstrate full compliance with the dust control conditions herein.				
C89	Additional	Preparing and maintaining site (dust control mitigation): • Plan site layout so that machinery and dust-causing activities are located away from receptors, as identified in Chapter 25 Air Quality , as far as is possible. • Erect screens or barriers (i.e., hoarding) around the site boundary or location of dusty activities (these include but are not limited to large excavations of dry material and movement of dusty material, such as dry sand or cement	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		from stockpiles) that are at least as high as any stockpiles on site, if feasible. • Avoid site runoff of water or mud. • Keep site fencing, barriers and scaffolding clean using wet methods. • Remove materials that have a potential to produce dust from site as soon as possible, unless being reused on site. If they are being reused onsite, cover the materials. • Cover, seed or fence stockpiles to prevent wind whipping, where practicable.				
C90	Additional	Operating vehicles / machinery (dust control mitigation): • Ensure all vehicles switch off engines when stationary – no idling vehicles, where most practicable and efficient. • Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery-powered equipment where practicable. • Impose and signpost a maximum speed limit of 30 kph on surfaced and 20 kph on unsurfaced haul roads and work areas. • Produce a Construction Traffic Management Plan (**Appendix 27.2** of	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		EIAR **Chapter 27 Traffic and Transport**) to manage the sustainable delivery of goods and materials. • A travel plan for construction workers will be implemented as part of the final Construction Traffic Management Plan (**Appendix 27.2** of EIAR **Chapter 27 Traffic and Transport**) and will support and encourage sustainable travel (public transport, cycling, walking and car sharing).				
C91	Additional	Operations (dust control mitigation): • Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Use enclosed chutes and conveyors and covered skips. • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		fine water sprays on such equipment wherever appropriate. • Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.				
C92	Additional	Earthworks (dust control mitigation): • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. • Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. • Only remove the cover in small areas during work and not all at once, where practicable to do so.	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan
C93	Additional	Construction (dust control mitigation): • Avoid scabbling (roughening of concrete surfaces) if possible. • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• Ensure bulk cement and other fine powder materials, if used, are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. • For smaller supplies of fine power materials, ensure bags are sealed after use and stored appropriately to prevent dust.				
C94	Additional	Trackout measures (dust control mitigation): • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Record all inspections of haul routes and any subsequent action in a site log book. • Implement a wheel washing system (with rumble grids to dislodge	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		accumulated dust and mud prior to leaving the site where reasonably practicable). • Access gates to be located at least 10 m from receptors where possible.				
C95	Additional	Monitoring (dust control mitigation): • At all times, the procedures put in place will be strictly monitored and assessed. • During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions. • Undertake weekly on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results and make the log available to the local authority when asked. This should include regular dust-soiling checks of surfaces such as any street furniture, cars and windowsills within 100 m of site boundary. If any issues are identified, additional mitigation measures will be developed in consultation with stakeholders. • Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and	Construction Decommissioning	All onshore infrastructure Landfall	25	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		during prolonged dry or windy conditions. • Any additional monitoring requirements will be determined prior to construction, in consultation with Dublin City Council (DCC).				
C96	Primary	DCC 5x Axle Cordon / Heavy Goods Vehicle Management Strategy: The CWP Project will comply with the five-axle cordon and Heavy Goods Vehicle Management Strategy which is implemented by DCC in the vicinity of the onshore development area. On this basis, the assessed haul routes for the construction HV movements will be from M50 and Dublin Tunnel to the onshore development area	Construction Decommissioning	All onshore infrastructure Landfall	27	EIAR Chapter 27 Traffic and Transport
C97	Additional	The appointed contractor for the tunnel installation works will produce risk assessments to address ground gas during construction, for approval with the Applicant. The appointed contractor will also ensure that any necessary PPE is in place to avoid the exposure of construction workers to ground gases in the tunnel shafts. This may include monitoring of gas levels within tunnel shafts and the use of portable gas analysers.	Construction Decommissioning	All onshore infrastructure Landfall	19, 30	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C98	Additional	Prior to construction, the **Appendix 19.5 CRA** and any subsequent information from SI's and ground gas/groundwater monitoring will be used to inform detailed risk assessments and the selection of appropriate construction procedures for the OTI. These risk assessments will also be used to inform the materials management strategy for the OTI (refer to the CDWMP provided with this planning application) During excavation works, a watching brief will be implemented to identify the potential presence of previously unidentified contamination. Personnel appointed by the appointed contractor will be appropriately trained for these activities. Any instances of previously unidentified contamination will be recorded, and appropriate measures developed to manage the identified risks as appropriate. The risk to construction workers from asbestos fibres is considered low. The appropriate use of personal protection equipment (PPE) and the during earthworks dust suppression measures will mitigate this risk to construction workers. Refer to Chapter 25 Air Quality for dust suppression mitigation measures.	Construction	All onshore infrastructure Landfall	19	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C99	Primary	The construction of the tunnel and shafts may lead to some settlement of the ground above the tunnel. The following measures will be implemented as part of the installation works: • Specialist tunnelling contractors with a proven track record in delivering work of the scope required by the works will be appointed. • In advance of construction, further ground investigations will take place for the length of the tunnel. This will further inform existing ground information and ground models for the area. • The appointed contractor will implement good tunnelling practice to mitigate the potential for settlement impacts. These would include continuous working once the tunnelling operations commence, management of tunnel face pressure, groundwater control, spoil volume control and monitoring of ground levels above the tunnel throughout the tunnelling operation. • Assessments to address the potential sensitivity of services in proximity to the tunnel will be undertaken in advance of the tunnel construction commencing. Any required measures to support built	Construction	Onshore export cables	19, 26	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		services during tunnelling will be consulted on and agreed with the relevant utility service providers.				
C100	Additional	The contractor will ensure that excavations are carried out in accordance with recognised good practice guidelines (i.e., HSA – Health and Safety in Excavations and CIRIA Publication R97 – Trenching Practice).	Construction	All onshore infrastructure Landfall	19	Construction Environmental Management Plan
C101	Additional	Dewatering may be required from excavations where groundwater is encountered. The groundwater will be pumped and tankered off-site for discharge under licence, at a licensed facility. Dewatering will be undertaken in accordance with CIRIA C750 'Groundwater control – design and practice' 2nd Ed (CIRIA, 2016).	Construction Decommissioning	Construction compounds	20	Construction Environmental Management Plan
C102	Additional	Cable trenches can act as preferential pathways which could allow groundwater to migrate to the foreshore i.e. within the landfall cable ducts. While material on the peninsula at the landfall is permeable, it is proposed to limit the potential for preferential pathways along these cable trenches by using lower permeability backfill material between the TJBs and foreshore (i.e., material with lower permeability than that surrounding the cable trenches). This will	Operation	Landfall	20	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		prevent unintended longitudinal drainage along the trench.				
C103	Additional	The appointed contractor will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228–1 (BSI 2009 +A1 2014a) and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006). The mitigation measures outlined below for the construction phase are also recorded within the Construction and Environmental Management Plan. BS 5228–1 (BSI 2014a) includes guidance on several aspects of construction site practices, which include, but are not limited to: • Noise control at source, specifically for piling rigs during Impact 1, Scenario 1 (Open cut and cofferdam piling); • Site compound hoarding; • Localised screening; • Hours of work; • Liaison with the public; and • Monitoring. Further detail is provided these items in the following paragraphs. The contractor will put in place the most appropriate noise control	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		measures depending on the level of noise reduction required at individual working areas. These measures will ensure that: • During the construction phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Chapter 24 Noise and Vibration using methods outlined in BS 5228–1 (BSI 2009 +A1 2014a); and • Minimisation of noise is achieved by best means practicable, including proper maintenance of plant and equipment. • The mitigation measures proposed are in line with the DCC GPG for high risk sites, as presented in **Appendix 24.7** of **Chapter 24 Noise and Vibration.**				
C104	Additional	Noise control at source (noise control mitigation): The following measures will be implemented by the contractor to control noise at source in order to remain below the threshold values for noise set out in **Table 24-4** of **Chapter 24 Noise and Vibration**, which relates to specific vibratory piling site considerations in Impact 1, Scenario 1 (Open cut and cofferdam piling): • On typical piling sites the major sources of noise are essentially mobile and the noise received at any control points will	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		therefore vary from day to day as work proceeds. The duration of piling works is usually short in relation to the length of construction work as a whole, and the amount of time spent working near to noise sensitive areas can represent only a part of the piling period. • Piling programmes should be arranged so as to control the amount of disturbance in noise and vibration sensitive areas at times that are considered of greatest sensitivity. If piling works are in progress on a site at the same time as other works of construction that themselves may generate significant noise and vibration, the working programme should be phased so as to prevent unacceptable disturbance at any time. • The piling contractor should evaluate any practicable, less impactful alternatives that would, in the given ground conditions, achieve equivalent results. • A decision regarding the type of pile to be used on a site will normally be governed by such criteria as loads to be carried, strata to be penetrated and the economics of the system, for example the time it will take to complete the				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		installation and other associated operations such as soil removal. It may not be possible for technical reasons to replace a noisy process by one of the 'quieter piling' alternatives. Even if it is possible, the adoption of a quieter method may prolong the piling operation; the net result being that the overall disturbance to the community will not necessarily be reduced. • Noise reduction can be achieved by enclosing the driving system in an acoustic shroud. For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system or utilising an acoustic canopy to replace the normal engine cover. • Screening by barriers and hoardings is less effective than total enclosure but can be a useful adjunct to other noise control measures. For maximum benefit, screens should be close either to the source of noise (as with stationary plant) or to the listener. Removal of a direct line of sight between source and listener can be advantageous both physically and psychologically. In certain types of piling works there will be ancillary				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		mechanical plant and equipment that may be stationary, in which case, care should be taken in location, having due regard also for access routes. When appropriate, screens or enclosures should be provided for such equipment. • Contributions to the total site noise can also be anticipated from mobile ancillary equipment, such as handling cranes, dumpers, front end loaders etc. These machines may only have to work intermittently, and when safety permits, their engines should be switched off (or during short breaks from duty reduced to idling speed) when not in use. • All mechanical plant should be well maintained throughout the duration of the piling works.				
C105	Additional	Site compound hoarding (noise control mitigation): • The contractor will provide a site hoarding of 2.4m height at a minimum along noise sensitive boundaries to the west of Compound A where piling or tunnelling activities occur. The length of the screen should in practice be at least five times the height, however, if shorter sections are necessary then the ends of	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		the screen will be wrapped around the source. • In most practical situations the effectiveness of the screen is limited by the sound transmission over the top of the barrier rather than the transmission through the barrier itself. In practice, screens constructed of materials with a mass per unit of surface area greater than 10kg/m2 will give adequate sound insulation performance. The use of a standard 2.4m high construction site hoarding will provide a sufficient level of noise screening once it is installed at a suitable position between the source and receiver. • In addition, careful planning of the construction site layout will also be considered. Within the construction compound, the placement of site buildings such as offices and stores between the site and NSLs can provide a good level of noise screening.				
C106	Additional	Hours of work (noise control mitigation): • Construction activity will mostly take place during daytime hours, Monday to Friday, and a half day on Saturdays. • Evening, night-time, and Sunday working will be required during certain	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		periods to facilitate piling works at low tide, tunnelling, and HDD activities. The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas. • Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant items will be considered with respect to their potential to exceed CNTs at NSLs and will be scheduled according to their noise level, proximity to NSLs, and possible options for noise control. In situations where an activity with the potential to exceed CNT is scheduled, other construction activities will be scheduled to not result in significant cumulative noise levels.				
C107	Additional	Liaison with the Public (noise control mitigation): • For the CWP Project, the major sources of noise are essentially mobile and the noise received at any NSL will therefore vary from day to day as the work proceeds. The duration of piling and excavation at one location etc is usually short in relation to the length of construction work as a whole and the amount of time spent working near to	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		sensitive areas can represent only a part of the overall period. • For night-time works the residents at NSL29 should be notified of planned works in advance of the works progressing. The notification should include a description of the works, the expected duration of activities likely to generate noise that is potentially significant as set out in Chapter 24 Noise and Vibration and details of how to contact the contractor to log complaints.				
C108	Additional	Noise monitoring (noise control mitigation): During the construction phase the appointed contractor will carry out noise monitoring at representative NSLs to evaluate and inform the requirement and/ or implementation of noise management measures. Noise monitoring will be conducted in accordance with ISO 1996–1 (ISO 2016) and ISO 1996–2 (ISO 2017). The selection of monitoring locations will be based on the closest NSLs to the proposed works which have the potential to exceed the CNT i.e. at NSL29 to the west of construction compound A. Any Noise Monitoring Terminal (NMT) (number and locations to be agreed post	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		consent with DCC), to be installed with the following specifications (or similar approved): • Logging of two concurrent periods, e.g. 15-minute & hourly. • Daily automated Charge Injection Calibration (CIC). • E-mail alert on threshold exceedance. • E-mail alert on low battery and low memory. • Remote access to measured data. • Live display of noise levels. In addition, it is recommended that spot check noise measurements are conducted on a monthly basis. These spot checks can be organised to coincide with works that have potential to generate high levels of noise on site in order to confirm the potential extent of effects. A monthly noise monitoring report should be prepared by the contractor. Reports should identify any exceedances above nominal limit values and attempts to clarify the causes etc. Where remedial measures are required and identifiable, these should also be clearly stated.				
C109	Additional	Vibration from construction activities will be limited to the values set out in Chapter 24	Construction	All onshore infrastructure	24	Construction Environmental

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Noise and Vibration to avoid any form of potential cosmetic damage to buildings and structures. In the case of vibration levels giving rise to human discomfort, in order to minimise such impacts, the following measures shall be implemented during the construction period: • A clear communication programme will be established by the client to inform adjacent building occupants in advance of any potential intrusive works which may give rise to vibration levels likely to result in significant effects. The nature and duration of the works will be clearly set out in all communication circulars as necessary; • Activities capable of generating significant vibration effects with respect to human response will be restricted to daytime hours only, as far as practicable; and • Appropriate vibration isolation shall be applied to plant (such as resilient mounts to pumps and generators), where required and where feasible. Where the piling works take place within 10m of the Pigeon House harbour wall heritage structure (Impact 10, Scenario 10 of Chapter 24 Noise and Vibration) or any HDD	Decommissioning	Landfall		Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		vibration works are proposed within 50m of vibration sensitive locations (VSLs) (Impact 11, Scenario 11 of Chapter 24 Noise and Vibration), vibration monitoring shall be installed, with the number and locations to be agreed with DCC. Vibration monitoring stations should continually log vibration levels using the Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with BS ISO 4866: 2010: Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. The mounting of the transducer to the vibrating structure will need to comply with BS ISO 5348: 2021: Mechanical vibration and shock – Mechanical mounting of accelerometers. In summary, the following ideal mounting conditions apply: • The transducer and its mountings should be as rigid as possible. • The mounting surfaces should be as clean and flat as possible. • Simple symmetric mountings are best.				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• The mass of the mounting should be small in comparison to that of the structure under test. • The monitoring equipment should be set to monitor vibration in 5 minute periods. • E-mail alert on threshold exceedance. • E-mail alert on low battery and low memory. • Remote access to measured data. • Live display of vibration levels. In addition, it is recommended that spot check vibration measurements are conducted on a monthly basis. These spot checks can be organised to coincide with works that have potential to generate high levels of vibration on site in order to confirm the potential extent of effects. A monthly vibration monitoring report should be prepared by the contractor. Reports should identify any exceedances above nominal limit values and attempts to clarify the causes etc. Where remedial measures are required and identifiable, these should also be clearly stated. The Pigeon House harbour wall heritage structure will be subject to a condition survey in advance of the commencement of construction works.				

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C110	Additional	During the detailed design of the onshore substation, the selection and location of mechanical and electrical plant will be undertaken in order to ensure the relevant noise emission limits set out in Chapter 24 Noise and Vibration are not exceeded. Based on the baseline noise data collected, the limit set is 45 dB LAeq,15min during daytime periods and 40 dB LAeq,15min at night at the nearest NSLs, which is also aligned with BS 8233 criteria outlined in Table 24-11 of Chapter 24 Noise and Vibration. This limit is set in order to achieve acceptable internal noise levels within NSLs based on prevailing noise levels in the area. In addition to selecting plant with suitable noise levels, the following best practice measures are recommended for all plant items in order to minimise potential noise disturbance for adjacent buildings: • Where ventilation is required for plant rooms, consideration will be given to acoustic louvers or attenuated acoustic vents, where required to reduce noise breakout. • Ventilation plant serving plant rooms will be fitted with effective acoustic attenuators to reduce noise emissions to the external environment.	Construction Decommissioning	All onshore infrastructure Landfall	24	Construction Environmental Management Plan

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		• The use of attenuators or silencers will be installed on external air handling plant. • All mechanical plant items e.g. fans, pumps etc. shall be regularly maintained to ensure that excessive noise generated any worn or rattling components is minimised. • Any new or replacement mechanical plant items, including plant located inside new or existing buildings, shall be designed so that all noise emissions from site do not exceed the noise limits outlined in this document. • Installed plant will have no tonal or impulsive characteristics when in operation.				
C111	Primary	A Marine Mammal Mitigation Protocol (MMMP) has been prepared to outline the mitigation requirements for minimising the impacts on marine mammals during the decommissioning of the CWP Project. The Decommissioning MMMP (section 11 of the MMMP) will be implemented by the Applicant and its appointed contractor(s) and will be secured through conditions of the development consent. It will be a live document which will be updated and	Decommissioning	All offshore infrastructure	9, 10, 11	Marine Mammal Mitigation Protocol

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		submitted to the relevant authority, prior to the start of decommissioning. As a minimum, it is expected that an MMO watch and a PAM watch (to supplement the MMO) will likely be required for any underwater noise generating activity that has predicted the potential for auditory injury to marine mammals.				
C112	Primary	In terms of the open cut trenching for the ESBN network cables, the following options will be implemented where utilities are present: • Locate below the existing utility service; The ESBN network cables would be positioned below the existing utility service, keeping minimum allowed spacing between both, as determined by the utility service provider; • Located above the existing utility service: The ESBN network cables would be positioned above the existing utility service. Furthermore, the depth to the top of the cable ducts could be reduced to a minimum of 450 mm below surface level as per the Health and Safety Authority's paper entitled, 'Code of Practice for Avoiding Danger from Underground Services'. This depth would accommodate the required	Construction	ESBN network cables	26	EIAR Chapter 26 Material Assets - Built Services

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		separation from the service being crossed and would provide sufficient mechanical protection to the cable; and/or • Diversion of the existing utility service: An existing utility could be diverted to facilitate the installation of the ESBN network cables.				
C113	Additional	Regular liaison with Dún Laoghaire Harbour and Dublin Port Company (DPC) during construction and maintenance phases, in particular during cable installation and maintenance works	Construction and operation	All offshore infrastructure	16	EIAR Chapter 16 Shipping and Navigation
C114	Additional	All CWP vessels to broadcast AIS.	Construction and operation	All offshore infrastructure	16	EIAR Chapter 16 Shipping and Navigation
C115	Additional	In the zone of greater burial depth adjacent to Dún Laoghaire Harbour, all CWP cable infrastructure will be buried to a minimum depth of cover of 3m.	Construction and operation	All offshore infrastructure	16	EIAR Chapter 16 Shipping and Navigation
C116	Primary	Zonation of the WTG pile driving parameters to minimise potential impacts. In the southeast zone (represented by SE model location), only Piling Scenario 1 (most restrictive) will be conducted. In the central zone (represented by SW & NE modelling locations), only piling using Piling Scenario 2 (less restrictive) will be conducted. Piling	Construction	WTGs and OSSs	11	EIAR Chapter 11 Marine Mammals

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		Scenario 3 will only be conducted in the northwest zone (represented by NW modelling location).				
C117	Additional	• Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust). • Ensure effective water suppression is used during demolition operations. Hand-held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high-volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. • Bag and remove any biological debris or damp down such material before demolition. • Re-vegetate earthworks and exposed areas / soil stockpiles to stabilise surfaces as soon as practicable. Use hessian, mulches or trackifiers where it is not possible to revegetate or cover with topsoil, as soon as practicable. • Only remove the cover in small areas during work and not all at once.	Decommissioning	Onshore substation	25	EIAR Chapter 25 Air Quality

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C118	Primary	Construction phase – Construction works associated with the landfall and works within Compound A: • To minimise the potential for disturbance to the artificial badger sett located within the Irishtown Nature Park, construction phase activities along the eastern boundary of Compound A will be limited and will predominantly include the laydown / storage of material and the movement and parking of vehicles.	Construction	Construction compounds	21	EIAR Chapter 21 Onshore Biodiversity
C119	Primary	Ecological Clerk of Works (ECoW): • A suitably qualified and experienced ECoW will be appointed by the Contractor. The ECoW will oversee all construction works and monitor any possible sources of impacts for the duration of the construction programme.	Construction	All onshore infrastructure Landfall	21	EIAR Chapter 21 Onshore Biodiversity
C120	Additional	The maximum tonal penalty of + 6 dB, applied in line with the BS4142 assessment was considered a conservative figure in the absence of octave band data for the onshore substation. During the detailed design stage, when the exact sound power specification is known for the plant items, a revised model and prediction can be carried out to demonstrate that the noise criteria set in the operational phase assessment are not exceeded.	Operation	Onshore substation	24	EIAR Chapter 24 Noise and Vibration

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C121	Primary	The risk of coastal flooding was reviewed for the onshore substation site. The predicted coastal flood level during a 0.1% (1000-yr) coastal flood event is 3.34m OD as part of the Eastern Catchment Flood Risk Assessment and Management (CFRAM) study in the vicinity of the site. The proposed finished floor level of the onshore substation site accounts for: • A tidal climate change allowance (increase in sea level) of 1.0m (High End Future Scenario (HEFS)), which complies with Section 4.9 of the DCC Strategic Flood Risk Assessment (SFRA). This also accounts for the onshore substation as a 'Critical' or 'extremely vulnerable' development. • A 300 mm freeboard, which complies with Table 4-2, Ground Levels, Floor Levels and Building of the DCC SFRA and which sets out recommended minimum finished floor levels for different scenarios. On this basis, the proposed finished floor level of the substation site was a minimum of 4.64m OD (0.1% AEP HEFS + 300mm freeboard). The minimum site level for the onshore substation site, will grade upwards from +4.64 mOD to a typical site platform level of	Operation	Onshore substation	28	**Chapter 28 Climate - Carbon Balance Assessment** **Appendix 20.2 SSFRA**

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		+5.00 mOD. This will allow for local drainage gradients on site. An assessment of wave action was undertaken for the onshore substation site, resulting in a conservative allowance of 0.6 m. This resulted in the combi-wall capping beam and revetment at the perimeter of the onshore substation site being provided at a level of +5.24mOD. With a level of +5.24mOD, the overall total freeboard to the capping beam above the 0.1% AEP HEFS flood level is 0.9m (4.34mOD + 0.9m= 5.24mOD). This is described in detail in **Chapter 20 Hydrology and Hydrogeology** and **Appendix 20.2 SSFRA.** This is described in detail in **Chapter 20 Hydrology and Hydrogeology** and **Appendix 20.2 SSFRA**.				
C122	Primary	CCRA (Flood Risk): For the O&M phase, the onshore substation will incorporate a sustainable drainage system (SuDS) to manage storm water. This is described in detail in Onshore Substation Site Drainage and Water Supply Report, submitted with the planning application.	Operation	Onshore substation	28	EIAR Chapter 28 Climate - Carbon Balance Assessment Onshore Substation Site Drainage and Water Supply Report,

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C123	Primary	CCRA (extreme temperature risk): The OTI will be designed in accordance with the applicable design standards, which will take into account extreme temperature ranges.	Operation	Onshore infrastructure	28	EIAR Chapter 28 Climate - Carbon Balance Assessment EIAR Chapter 4 Project Description
C124	Primary	CCRA (lightning risk): • For the O&M phase, lightning rods will be provided on top of each of the buildings at the onshore substation. • These will protect the buildings from potential lightning strikes during the operational and maintenance phase.	Operation	Onshore substation	28	EIAR Chapter 28 Climate - Carbon Balance Assessment EIAR Chapter 4 Project Description
C125	Primary	CCRA (wind risk): The WTGs will be designed to withstand severe wind loads in accordance with the applicable standards. A monitoring and control system in each wind turbine will enable it to reduce load or cease operation in response to high wind speeds.	Operation	WTGs	28	EIAR Chapter 28 Climate - Carbon Balance Assessment EIAR Chapter 4 Project Description
C126	Primary	CCRA (lightning risk): Lightning protection systems are embedded into the design of the OSSs and all WTG models under consideration and, in the	Operation	WTGs	28	EIAR Chapter 28 Climate - Carbon

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		event of a fire occurring at the turbines or OSSs, there will be measures in place to reduce the risk of personnel injury or to the environment. These measures would include: 1. The incorporation of fire detection / alarm systems on the turbines and OSSs. 2. The OSSs will be installed with fire suppression equipment. 3. The implementation of emergency response procedures for each phase of the project.				Balance Assessment EIAR Chapter 4 Project Description
C127	Primary	CCRA (coastal erosion risk (inc. seabed erosion)): Scour protection is required to ensure that erosion of the seabed around the monopile foundation does not affect the stability or integrity of the structure. Scour around foundations is mitigated by the use of scour protection measures, described in Chapter 4 Project Description.	Operation	WTGs	28	EIAR Chapter 28 Climate - Carbon Balance Assessment
C128	Additional	During the O&M phase of the CWP Project, the works on site will be limited to inspections, repairs and maintenance. Although the intensity of activity will be only a small fraction of the O&M phase, all employees and contractors that are on site will ensure that machinery used is properly maintained and is switched off when not in	Operation	Onshore substation	28	EIAR Chapter 28 Climate - Carbon Balance Assessment

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		use to avoid unnecessary exhaust emissions from maintenance machinery / traffic.				
C129	Primary	Onshore substation: Pigeon House Harbour Wall: • Prior to reclamation, the exposed portions of the harbour wall will be covered in a geotextile membrane to create a visual barrier between the reclamation works and the harbour wall. This is in addition to the concrete render that already seals the masonry of the harbour wall. • There will be no direct foundations or structures placed on the harbour wall during works as the sheet piling required will be set back from the harbour wall by approximately 200mm and buffered with approved fabric seal.	Construction	Onshore substation	22	EIAR Chapter 22 Archaeology, Architectural and Cultural Heritage
C130	Additional	It is proposed to construct a sand martin wall within the vicinity of the onshore substation, the location of which can be seen in Chapter 10 Ornithology. The construction of the wall will use a precast structure with the approximate dimensions of 3000 mm x 3400 mm x 500 mm. The first row of nests will be at a height of 1.5 m or more from the ground to prevent predators (e.g., mink or fox) reaching them. The nest chambers (of which there will be	Construction	Onshore substation	10	EIAR Chapter 10 Ornithology

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		36) will be 100 mm in diameter and 225 mm long, and each tunnel is 50 mm in diameter and 350 mm long. The nests will be 250 mm apart and 300 mm between rows. The rear of the nesting chamber will be sealed with a sewer cap and lockable steel doors fitted to prevent human interference to the nests. These doors can be opened, and the sewer caps removed for nest maintenance. The wall will be located in a similar location to the existing nest sites, located close to a retaining wall near the entrance of the substation area. When construction completed and the wall is operational, a schedule of annual maintenance will be agreed with relevant stakeholders. This involves the removal of old nesting material and other remains to reduce parasite load and add more sand to the nesting chambers for the birds to excavate.				
C131	Additional	It is proposed to install a minimum of 4 no. nest boxes for black guillemots to offset removal of nesting habitat. These will be in-built or “bolt-on” nestboxes suitable for black guillemots placed at on / within perimeter quay walls at the onshore substation. Full details of the measures proposed are provided in EIAR Chapter 10 Ornithology.	Construction	Onshore substation	10	EIAR Chapter 10 Ornithology

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		With regards to disturbance / displacement effects on Black guillemot, a number of other nest sites were located to the east and southeast of the onshore substation. To avoid disturbance of these nesting areas it is proposed to install hoarding / screening around the perimeter of the onshore substation.				
C132	Additional	The maximum predicted cumulative PTS impact ranges (15 km for minke whales) are beyond those that can be mitigated by 'industry standard' measures. As such, additional mitigation measures will be required if cumulative PTS is to be mitigated. The WTG/OSS piling MMMP (section 8 of the MMMP) provides an outline of the potential additional mitigation measures that could be implemented to reduce the risk of PTS to negligible levels, including: • Use of ADDs to deter marine mammals from the immediate vicinity of the pile; • Use of at source noise abatement methods; and • Use of alternative piling methods. The final MMMP with selected mitigation measures will be provided post consent once a piling contractor is in place and final detailed installation methods are known.	Construction	WTGs and OSSs	11	EIAR Chapter 11 Marine Mammals

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C133	Primary	Offshore Works An Offshore Waste Management Plan (WMP) will be prepared in advance of the offshore construction works commencing. The Offshore WMP will be prepared in accordance with Annex IV and V of the Marpol Convention. It will outline the approach for the management of waste generated offshore by the CWP Project. Key principles that the Plan will cover include: • Management of on-board (vessel) waste (as detailed in Section 5.8 of the Construction Environmental Management Plan (CEMP)); and • Dropped objects procedure (as detailed in Section 5.10 of the CEMP). Any waste generated offshore will be returned to shore, offloaded and managed in line with existing the licences and waste management plans that are in place for the relevant base ports. The ports for the construction, operation/maintenance and decommissioning of the CWP Project are not yet known, however all Irish and UK ports, including Belfast, are legally required to have a waste management plan detailing	Construction	All offshore infrastructure	31	EIAR Chapter 31 Waste and Resources Management and EIAR Addendum, Section 31 Waste and Resources Management

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
		how the port will manage waste reception and provide facilities for ships using the port. The operators of vessels involved in the construction, operation/maintenance and decommissioning of the CWP Project will be required to liaise with port operators to facilitate appropriate storage, transfer, segregation and disposal of waste generated offshore.				
C134	Additional	The waste streams within the intertidal zone will vary and may include non-hazardous streams such as off-cuts, packaging, surplus or damaged materials from the construction activities. Hazardous streams may include sealants and chemicals. Low volumes of waste are predicted to be generated. All wastes will be stored in secure, designated containers on either the equipment storage barge or tensioner platform. Additionally, any hazardous wastes will be stored in bunded containers. All waste arisings will be removed from the intertidal area by construction personnel on return to Compound A before the high tides. Once the waste arisings are brought to Compound A, the waste streams will be placed into dedicated containers, prior to transportation off-site to an appropriately permitted or licensed waste facility.	Construction	Intertidal works	31	EIAR Chapter 31 Waste and Resources Management and EIAR Addendum, Section 31 Waste and Resources Management

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C135	Primary	Vessel Traffic Monitoring In line with MGN 654 (MCA, 2021) and the DoT Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (DoT, 2025), the findings of the NRA will be validated during and post construction via vessel traffic monitoring exercises. Methodologies for the required data collection will be submitted to the MSO pre-construction detailing proposed formats and timings/frequencies relative to the construction phase	Construction	All offshore infrastructure	16	Vessel Traffic Monitoring
C136	Additional	**Otter and Badger Mitigation Strategies** Results from pre-construction surveys will be used to inform the development of a Badger Mitigation Strategy. The Badger Mitigation Strategy document will be developed for the onshore development area, in advance of construction activities commencing within the area. Results from pre-construction surveys will be used to inform the development of an Otter Mitigation Strategy. The Otter Mitigation Strategy document will be developed for the onshore development area, in advance of construction activities commencing within the area.	Construction	Onshore infrastructure	21	EIAR Chapter 21 Onshore Biodiversity and EIAR Addendum, Section 21 Onshore Biodiversity

Commitment Reference	Type	Mitigation Text	Phase	Project Element	Relevant EIAR Chapters	Relevant Application Documents
C137	Primary	The draft Marine Archaeological Management Plan (**MAMP**) has been collated in consultation with the UAU and will be updated and finalised pre-construction following development of the final project design and in consultation with the NMS. A Protocol for Archaeological Discoveries (PAD) is included as part of the draft **MAMP**. All applicable archaeological mitigation strategies are presented in the draft **MAMP**, which provides an overarching framework that covers all applicable licences as part of CWP Project. The draft **MAMP** facilitates the reporting and recording of archaeological discoveries made during the project lifetime, whether recovered during archaeological monitoring of works or reported through a **PAD.** The draft **MAMP** will ensure compliance with the necessary archaeological licenses and the requirement for a qualified and experienced Project Archaeologist to be engaged for the duration of the project lifetime.	Construction Operation Decommissioning	All offshore infrastructure	14	EIAR Chapter 14 Marine Archaeology & Cultural Heritage

34 SUMMARY OF RESIDUAL EFFECTS

34.1 Introduction

This section remains unchanged with the exception of paragraph 3 which is replaced with paragraph 1 below. The updates in this chapter reflect the outputs from **EIAR Addendum Part 1** and **Part 2** which were produced in response to the Further Information Request (FIR) from An Coimisiún Pleanála (the Commission).

1. **Table 34-A** presents the residual effect significance, following the implementation of mitigation as set out in EIAR **Volume 3**, **Chapters 6 - 32** and the **EIAR Addendum Part 1** and **Part 2**. The mitigation is also summarised in **Chapter 33 Summary of Mitigation and Monitoring** and **Section 33** of the **EIAR Addendum (Part 2)**.

34.2 Representative scenario approach

This section remains unchanged.

34.3 Summary

34.3.1 Construction phase

This section remains unchanged.

34.3.2 O&M phase

This section remains unchanged.

34.3.3 Decommissioning phase

This section remains unchanged.

Table 34-A Summary of residual effects

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Chapter 6 Marine Geology, Sediments and Coastal Processes						
Construction						
Impact 1: Temporary disturbance of the seabed resulting from pre-installation methods and effects, cable and monopile installation leading to increases in suspended sediment concentrations, and associated deposition.	Wider seabed, its morphology and underlying geology, the prevailing hydrodynamic and wave regime, the sediment transport regime and coastal processes, South Dublin Bay SAC, Rockabill to Dalkey Island SAC, South Dublin Bay and River Tolka Estuary SPA and	Low or High	Low	Minor **(not significant)**	No additional mitigation required	Not significant

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
	Dalkey Islands SPA					
Impact 2: Temporary disturbance of the seabed resulting from pre-sweeping / sandwave levelling activities, leading to increases in suspended sediment concentrations and associated deposition.	Wider seabed, its morphology and underlying geology, the prevailing hydrodynamic and wave regime and the sediment transport regime and coastal processes.	Low	Low or Medium	Negligible / Minor or Minor **(Not significant)**	No additional mitigation required	Negligible / Minor or Minor **(Not significant)**
Impact 3: Alteration to seabed and intertidal morphology during seabed preparation and	Wider seabed, its morphology and underlying geology, South Dublin Bay SAC and South Dublin Bay and River	Low or High	Low	Minor **(not significant)**	No additional mitigation required	Not significant

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
cable installation activities.	Tolka Estuary SPA					
Impact 4: Localised alteration to the hydrodynamic, wave and sediment regimes and coastal processes.	Wider seabed, its morphology and underlying geology, the prevailing hydrodynamic and wave regime and the sediment transport regime and coastal processes.	Low	Low	Negligible / Minor **(Not significant)**	No additional mitigation required	Negligible / Minor **(Not significant)**

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Operation and Maintenance						
Impact 1: Localised alteration of hydrodynamic and wave conditions across the site and effects on the sediment transport regime and coastal processes.	Prevailing hydrodynamic, wave and sediment transport regimes, seabed morphology and coastal processes.	Low	Very low	Negligible **(Not significant)**	No additional mitigation required	Negligible **(Not significant)**
Impact 2: Scour around installed structures and associated sediment transportation and deposition, leading to changes in seabed composition,	Wider seabed, its morphology and underlying geology.	Low	Low	Negligible / Minor **(Not significant)**	No additional mitigation required	Negligible / Minor **(Not significant)**

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
structure or morphology.						
Impact 3: Operation and maintenance	Wider seabed, its morphology and underlying geology.	Low	Low	Negligible / Minor **(Not significant)**	No additional mitigation required	Negligible / Minor **(Not significant)**
Decommissioning						
Impact 1: Temporary increases in suspended sediment concentration during removal of foundations and / or cables	Wider seabed, its morphology and underlying geology, the prevailing hydrodynamic and wave regime, the sediment transport regime and coastal processes, South Dublin Bay SAC, Rockabill to Dalkey Island	Low or High	Low	Minor **(not significant)**	No additional mitigation required	Not significant

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
	SAC, South Dublin Bay and River Tolka Estuary SPA and Dalkey Islands SPA					
Impact 2: Localised alteration of hydrodynamic and wave conditions across the site and effects on the sediment transport regime and coastal processes.	Hydrodynamic, wave and sediment regimes and wider seabed, its morphology and underlying geology and coastal processes.	Low	Low	Negligible / Minor **(Not significant)**	No additional mitigation required	Negligible / Minor **(Not significant)**
Impact 3: Alteration to seabed morphology during decommissioning	Wider seabed, its morphology and underlying geology, South Dublin Bay SAC and South Dublin Bay and River	Low or High	Low	Minor **(not significant)**	No additional mitigation required	Not significant

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
	Tolka Estuary SPA					
Chapter 7 Marine Water Quality						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 8 Subtidal and Intertidal Ecology						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Chapter 9 Fish, Shellfish and Turtle Ecology						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 10 Ornithology						
Construction						
This section remains unchanged with the exception of updated wording for additional mitigation measures for disturbance and displacement impacts within the Intertidal OECC Landfall Area. The wording of this mitigation is replaced from: • Seasonal restrictions (no construction activities within and otherwise potentially visually or acoustically impacting intertidal areas within South Dublin Bay between September and March, inclusive)" to: • Seasonal restrictions (no construction activities within and otherwise potentially visually or acoustically impacting intertidal areas within South Dublin Bay between September and mid-April, inclusive).						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged with the exception of updated wording for additional mitigation measures for disturbance and displacement impacts within the Intertidal OECC Landfall Area. The wording of this mitigation is replaced from: • Seasonal restrictions (no construction activities within and otherwise potentially visually or acoustically impacting intertidal areas within South Dublin Bay between September and March, inclusive) to: • Seasonal restrictions (no construction activities within and otherwise potentially visually or acoustically impacting intertidal areas within South Dublin Bay between September and mid-April, inclusive).						
Chapter 11 Marine Mammals						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Decommissioning						
This section remains unchanged						
Chapter 12 Commercial Fisheries						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 13 Offshore Bats						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Chapter 14 Marine Archaeology						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 15 Seascape, Landscape and Visual Assessment						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 16 Shipping and Navigation						
Construction						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 17 Aviation Military and Radar						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 18 Marine Infrastructure						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Decommissioning						
This section remains unchanged						
Chapter 19 Land Soils and Geology						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 20 Hydrology and Hydrogeology						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Chapter 21 Onshore Biodiversity						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 22 Archaeological Architectural and Cultural Heritage						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 23 Landscape and Visual Impact Assessment						
Construction						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 24 Noise and Vibration						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 25 Air Quality						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Decommissioning						
This section remains unchanged						
Chapter 26 Material Assets Built Infrastructure						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 27 Traffic and Transport						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Chapter 28 Climate						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 29 Population						
Construction						
Impact 1: Impacts on onshore and nearshore recreational receptors during the construction of the OTI and landfall.	Recreational assets within 5km of the onshore substation site	Negligible to Low	Negligible	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Impact 2: Impacts on the tourism economy during the construction of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with construction of the CWP Project.	Surrounding economy	Medium	Low	Moderate-Slight (Not Significant)	N/A	Positive (Moderate-Slight (Not Significant)
Operation and Maintenance						
Impact 1: Impacts on onshore and nearshore recreational receptors during the O&M phase of the OTI and landfall.	Recreational assets within 5km of the onshore substation site	Negligible to Low	Negligible to Low	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Impact 2: Impacts on the tourism economy during the O&M phase of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with the O&M phase of the CWP Project.	Surrounding economy	Medium	Low	Moderate-Slight (Not Significant)	N/A	Positive (Moderate-Slight (Not Significant)
Decommissioning						
Impact 1: Impacts on onshore and nearshore recreational receptors during the decommissioning phase of the OTI and landfall.	Recreational assets within 5km of the onshore substation site	Negligible to Low	Negligible	Imperceptible to Not Significant (Not Significant)	N/A	Imperceptible to Not Significant (Not Significant)

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Impact 2: Impacts on the tourism economy during the decommissioning phase of the offshore infrastructure	The tourism economy of the TRSA	Negligible	Negligible	Imperceptible (Not Significant)	N/A	Imperceptible (Not Significant)
Impact 3: Economic effects associated with the decommissioning phase of the CWP Project.	It is anticipated that for the purposes of an assessment scenario, impacts will be no greater than those identified for the construction phase (not significant).					
Chapter 30 Human Health						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						

Potential Impact	Receptor	WTG layout option assessed as representative scenario in main chapter (N/A – No consideration of WTGs)	Significance of effect (pre-mitigation)	Additional mitigation	Residual significance of effect	Significant in EIA terms (Y / N)
Decommissioning						
This section remains unchanged						
Chapter 31 Waste and Resource Management						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						
Chapter 31 Risk of Accidents and Major Disasters						
Construction						
This section remains unchanged						
Operation and Maintenance						
This section remains unchanged						
Decommissioning						
This section remains unchanged						

ANNEX 1 SLVIA ASSESSMENT SUMMARY

This section remains unchanged.