

17 INTERACTIONS OF THE FOREGOING AND A SUMMARY OF MITIGATION MEASURES

17.1 INTERACTIONS OF THE FOREGOING

17.1.1 Introduction

The foregoing topics in earlier chapters do not exist in isolation from each other and consequently, any impact on one element of the environment may also impact on another. The Irish Environmental Protection Agency have developed a simple matrix to show the key interactions and interrelationships between the environmental aspects of a Development (**Table 17.1**). The interactions between impacts on different factors have been addressed as relevant throughout the EIAR (**Table 17.2**). The cumulative slight impact on a number of topics may result in a significant impact on another topic.

17.1.2 Impact Interactions

Where any potential negative impacts have been identified during the assessment process, these impacts have been avoided by embedded design mitigation or at a minimum, reduced by the proposed mitigation measures.

17.2 SUMMARY OF MITIGATION MEASURES

This Chapter summarises mitigation measures proposed elsewhere in the EIAR. Chapter 4 to 16 of the EIAR outlines the findings of the assessment of the predicted effects of the Development on a topic-by-topic basis. The significance of these effects has been assessed using criteria defined in the topic chapters. In the context of The EPA Guidelines (2022), the significance of effects is categorised from imperceptible through to not significant, significant and profound with varying sub-categories.

17.2.1 Embedded Mitigation

Embedded mitigation includes design changes that were made to reduce or eliminate adverse effects, as well as normal good practice measures; these have avoided the majority of potentially significant effects. **Appendix 17.1** summarises mitigation measures for all technical assessment chapters.

The process of applying the embedded mitigation is set out in **Chapter 2: Project Description**. The key design aspects comprising embedded mitigation include:

- Avoiding inconsistent turbine spacing, outliers and excessive turbine overlapping to minimise visual confusion and ensure a balanced/compact array of key views;
- Achieving an appropriate scale of turbine, taking account of the landscape context

- Upgrading existing tracks to be used as Site Access Roads at the Site;
- Respecting and understanding the ground conditions and topography of the Site, including avoiding effects on active peat where possible;
- Maximising the separation from residential dwellings, and
- Respecting other environmental constraints and associated buffer separations.

17.2.2 Specific Mitigation Measures


In addition to mitigation proposed to address significant adverse effects (**Appendix 17.1**), certain chapters have also proposed further measures to reduce effects that were assessed as 'Not Significant' before mitigation.

Table 17.2 outlines interactions between environmental aspects. Technical assessments have assessed pathways, both direct and indirect that can magnify effects through the interaction or accumulation of effects. Effects have been cross-referenced between chapter topics. An outline of potential interactions between chapters/topics is presented in **Table 17.1**.

Table 17.1: Summary matrix of Interactions of Impacts during Construction, Operational and Decommissioning Phases (Source: Adapted from EIAR Guidelines, 2022)

	Population & Human Health		Biodiversity		Ornithology		Soils & Geology		Hydrology and Hydrogeology		Noise		Landscape & Visual		Material Assets		Cultural Heritage		Traffic & Transportation		Major Accidents and Natural Disasters		
	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	Const & Decom	Oper	
Population & Human Health	Black	Black							Light Blue	Light Blue													
Biodiversity			Black	Black	Light Blue	Light Blue	Light Blue		Light Blue														
Ornithology					Black	Black					Light Blue												
Soils & Geology							Black	Black	Light Blue	Light Blue			Light Blue	Light Blue				Light Blue					
Hydrology and Hydrogeology									Black	Black					Light Blue	Light Blue							
Noise											Black	Black								Light Blue	Light Blue		
Landscape & Visual													Black	Black		Light Blue	Light Blue	Light Blue					
Material Assets															Black	Black				Light Blue			
Archaeology and Cultural Heritage																		Black	Black				
Traffic & Transportation																				Black	Black		
Major Accidents & Natural Disasters																						Black	Black

Note: Const. = Construction phase; Oper = Operational phase Decom. = Decommissioning

 Interaction or inter-relationship

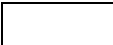
 No interaction or inter-relationship

Table 17.2: Interactions & Inter-relationships between Environmental Aspects of the Development

Interaction	Description
Population and Human Health & Hydrology and Hydrogeology	Impacts could be observed through flood risk polluting waters supply and also recreational fisheries; Chapter 9: Hydrology and Hydrogeology considers these aspects.
Population and Human Health & Noise	The noise assessment inherently covers any interaction as the methodology used and limits applied are designed to protect health and amenity.
Population and Human Health & Landscape and Visual	<p>The construction phase of the Development will see a temporary introduction of machinery and the erection of 12 turbines into a natural but already modified landscape. Chapter 11: Landscape and Visual Amenity assessed the landscape effects, the visual effects, and the cumulative effects of the Development, including assessment from recreational scenic viewpoints, and was also informed by the findings of the Residential Visual Amenity Assessment. The interactions between the environmental aspects were carefully considered in the EIAR, particularly in the design of the turbine layout. Detailed zone of theoretical visibility maps (ZTVs), route screening analysis and photomontages were prepared to assess the level of impact.</p> <p>Based on the findings of the collective assessments it is considered that the Development will not give rise to any significant effects, either singly or in combination. Tourists to Ireland have become accustomed to the vision of turbines on the landscape and given the scenario where more windfarms will be built in Ireland in the future, the most widely held view is that this will not impact their likelihood to visit the area again.</p>
Population and Human Health & Material Assets: 1. Shadow Flicker 2. Air Navigation 3. Telecommunications 4. Socio-economic	<ol style="list-style-type: none"> 1. Shadow flicker could potentially impact on residences. This assessment has identified the potential for shadow flicker to affect 73 No. out of 112 No. receptors within the shadow flicker study area. It is proposed that a shadow control system be installed to eliminate the potential for shadow flicker from the Development 2. The assessment identified no significant effects, given that shadow flicker is unlikely to cause a nuisance to nearby inhabited dwellings. It also notes that the function to stop the turbine if required to do so, is available. The potential effects of the Development from shadow flicker are considered to be Not Significant. 3. Operating windfarms have the potential to cause a variety of adverse effects on aviation. Rotating wind turbine blades may have an impact on certain aviation operations, particularly those involving radar. The physical height of turbines can cause obstruction to aviation and the overall performance of communications, navigation and surveillance equipment. All structures over 150m in height are required to have lighting to warn aviation traffic. No significant impacts are predicted in terms of human beings and air navigation. In adherence to IAA Safety Regulations and ICAO Annex 15, aeronautical obstacle warning light schemes will be installed as requested by IAA, co-ordinates of ground and tip height elevations at each wind turbine location. 4. During operation, wind turbines have the potential to interfere with electromagnetic signals passing above the ground due to the nature and size of the windfarm. During the construction and decommissioning phase activity, signals may be passed below ground via existing infrastructure. Impacts may include overground or underground communication cables, microwave links, telecommunication links, business radio and television reception. Mitigation measures were undertaken in the design phase through mitigation by avoidance i.e., the known routes of the telecommunication links were plotted and a buffer was applied to them, outside of which the proposed turbines were located.

Interaction	Description
	<p>In the operational phase, all electrical components, equipment, apparatus and systems will be required by Irish and European law to comply with the EMC Directive 2014/30/EU. Compliance with this Directive will mean that the electromagnetic emissions from these devices will not cause interference to other equipment. Turbine and substation control electronics will be typical of any circuits used by industry or a conventional generating station.</p> <p>There is no potential for interference with the links from other windfarms in combination with the Development. Based on the remote location of the Development and a distance of 710 metres to the nearest residential dwelling, no significant impacts are predicted on telecommunications or radio reception as a result of the Development.</p> <p>5. The Development will provide opportunities for local suppliers to be engaged in the construction phase. This will be a minor beneficial impact. The developer will seek to secure positive benefits for the local/regional economy by encouraging the use of local labour, manufacture and suppliers where possible. They will hold 'Meet the Developer' days prior to construction to allow local contractors to engage with the process and maximise opportunities.</p>
Population and Human Health & Air and Climate	<p>Impacts on air quality during the construction and decommissioning phase may occur due to dust emissions from construction activities onsite and through increased traffic and associated exhaust emissions from construction traffic. These interactions have been considered as part of the EIAR, without significant effects being predicted and suitable mitigation measures provided to further reduce potential impacts.</p> <p>During the operational phase, the energy generated by the Development will offset energy and the associated emission of greenhouse gases from electricity-generating stations dependent on fossil fuels, thereby having a net positive effect on climate. In doing so, there will likely be reduced effects from climate change on human beings. The cumulative effect of the Development with other Irish renewable generation is considered to be a fundamental change in the climate effects of Ireland's energy supply, which is a major, positive effect, that is Significant (beneficial) under the EIA Regulations and will contribute to Ireland's binding emission reduction targets.</p>
Population and Human Health & Cultural Heritage	<p>Damaging a cultural asset could affect tourism; this has been considered in Chapter 13: Cultural Heritage and outlined not to be an issue.</p>
Population and Human Health & Traffic and Transport	<p>The construction and decommissioning phase will give rise to traffic movements of abnormal loads and is likely to create some short-term inconvenience for road users. A Traffic Management Plan (TMP) will be in place and minimise disruption insofar as possible. Suitable mitigation measures to reduce dust emissions have been outlined in Chapter 14: Traffic and Transportation.</p>
Population and Human Health	<p>A wind farm is not a recognised source of chemical pollution. Should a major accident or natural disaster occur, the potential sources of pollution onsite during both the construction and operational phases are limited.</p> <p>There is limited potential for significant natural disasters to occur at the Site. Ireland is a geologically stable country with a mild temperate climate. The potential natural disasters that may occur are therefore limited to peat-slide, flooding and fire.</p> <p>In the highly unlikely event that the stability of peat is compromised, an Emergency Response Plan has been prepared and can be found in Appendix 2.1: Construction Environmental Management Plan, Management Plan 1.</p>
Biodiversity & Ornithology	<p>All interactions for any habitat or species including those associated with Special Protection Areas (SPA) or Special Areas of Conservation (SAC) are considered in the Natura Impact Statement and not considered further here.</p>

Interaction	Description
Biodiversity & Hydrology and Hydrogeology	Contamination of surface water and groundwater could occur from many elements including wastewater sanitation contamination, hydrocarbon contamination, watercourse crossings construction, entrainment of suspended solids during earth works, increased entrainment of contaminants and other impacts arising due to localised stability issues, amongst other potential sources. Contamination of water quality could impact both flora and fauna including fisheries, otter, lizards and amphibians (loss of breeding ponds) amongst others. These interactions have been considered as part of the EIAR, with suitable mitigation measures provided to minimise potential impacts.
Biodiversity & Soils and Geology	Potential impacts on biodiversity during the construction and decommissioning phase could include disturbance to birds and mammals from loss / changes in habitat. Loss of Annex I dry heath will be mitigated where possible. Restoration will be undertaken in line with the Habitat Enhancement Plan (Appendix 5.5) .
Biodiversity	Potential impacts on biodiversity during the construction and decommissioning phase could include disturbance to birds and mammals from loss / changes in habitat. The Development has been designed in accordance with the best practice measures described in detail in this EIAR and, as such, mitigation against the risk of major accidents and/or disasters is embedded through the design.
Ornithology & Noise	The ornithology assessment considers general disturbance to sensitive bird species, including that caused by the sources likely to occur during the construction and decommissioning of the Development. The potential effects on birds from noise will not be significant and temporary in nature.
Ornithology & Major Accidents and Natural Disasters	Potential impacts on biodiversity during the construction and decommissioning phase could include disturbance to birds from loss/ changes in habitat. The Development has been designed in accordance with the best practice measures described in detail in this EIAR and, as such, mitigation against the risk of major accidents and/or disasters is embedded through the design to ensure no such impacts occur.
Soils and Geology & Hydrology and Hydrogeology and Landscape and Visual	The hydrogeological balance of the Site could be impacted by the amount of earth materials excavated. Adopting good practices, planning ahead and real time monitoring in more sensitive (>1m peat depth) areas will ensure that any excavations associated with the Development will have minimal impact. These interactions have been considered as part of the EIAR, with suitable mitigation measures provided to minimise potential impacts. Application of the mitigation measures will reduce the risk of stability issues and impacts on hydrology and hydrogeology arising at a localised scale.
Soils and Geology & Landscape and Visual & Major Accidents and Natural Disasters	The unavoidable residual impacts on the soils and geology environment as a function of the Development is that there will be a change in ground conditions at the Site with the replacement of natural materials such as peat, subsoil and bedrock by concrete, subgrade and surfacing materials. Stability issues and slope failure arising from vehicular movement could cause significant local or at worst-case scenario landslide issues. Where suitable mitigation measures are applied and proper precautions and planning are executed effectively, the risk of such potential impacts can be significantly reduced or are considered avoidable. No new impacts are anticipated during the operational phase of the Development.
Soils and Geology, Landscape and Visual & Cultural Heritage	The construction and decommissioning phase pertaining to the Development will involve significant ground reduction and topsoil removal throughout the design layout footprint. While there are four recorded archaeological sites within the Redline Boundary and an additional fifteen examples within the surrounding study area, none are located on

Interaction	Description
	<p>the footprint of any proposed construction areas. The implementation of buffer zone mitigation measures (Section 13.5.1) will provide protection of known archaeological monuments within environs of proposed construction locations. The Development will not result in any predicted direct negative impacts on any known archaeological monuments, designated architectural heritage structures or undesignated cultural heritage assets.</p> <p>A potential unrecorded standing stone located 70m to the south of T13 was identified during a field survey carried out as part of this assessment and this will be retained in situ within the Site. There is a possibility of encountering archaeological finds/features throughout these areas, during the construction and decommissioning phase and increasing the area of disturbed soil.</p> <p>These interactions were considered in the EIAR, both in the design of turbine layout and in the design of mitigation measures. Monitoring, including a watching brief in undisturbed portions of the footprint will be carried out. All records will be preserved where found.</p> <p>The Development will result in a range of slight-moderate indirect visual impacts on the settings of archaeological monuments located within surrounding lands during the operational phase. These indirect impacts will be long term in duration and will be reversed following the decommissioning phase.</p>
Soil and Geology & Major Accidents and Natural Disasters	<p>The Development has been designed in accordance with the best practice measures described in detail in this EIAR and, as such, mitigation against the risk of major accidents and/or disasters is embedded through the design.</p> <p>The Development has been designed in accordance with the best practice measures described in detail in this EIAR and, as such, mitigation against the risk of major accidents and/or disasters is embedded through the design.</p>
Hydrology and Hydrogeology & Biodiversity	<p>There is a potential for Fisheries to be impacted by a disturbance or contamination of watercourses during the construction period if the stated mitigation measures are not adhered to. However, the mitigation measures to protect watercourses outlined in several chapters will be strictly adhered to which includes monitoring of Site water run-off during all phases of the Development.</p>
Hydrology and Hydrogeology	<p>The Development will use the latest best practice guidance to ensure that flood risk within or downstream of the Site is not increased as a function of the Development, i.e., a neutral impact at a minimum.</p> <p>There will be minor localised changes to how water flows at the Site, this is considered a likely, neutral to negative, slight to moderate significance, localised impact of the Development which conforms to the baseline due to the pre-existing network of artificial field drains in existence at the Site. Development, once the mitigation measures outlined are implemented, is not likely to have significant effects.</p> <p>This has been addressed in Chapter 9: Hydrology and Hydrogeology.</p>
Noise & Traffic and Transportation	<p>Traffic and Transportation will create noise onsite and along the Site Access Roads. Site contractors will be required to employ the best practicable means of reducing noise emissions from plant, machinery and activities, as advocated in BS 5228. Such potential effects are considered to be not significant.</p>
Noise	<p>Alarms (e.g., for security, fire) will be sounded in cases of emergency. The maintenance of these alarms is essential and any faulty alarm causing nuisance alerts will be replaced accordingly.</p> <p>Incidents such as explosions in the substation buildings will have a noise impact. However, proper maintenance and operation will make this risk unlikely.</p> <p>Rock breaking onsite for construction of the borrow pit will have a temporary noise impact. This has been addressed in Chapter 10: Noise.</p>

Interaction	Description
Landscape and Visual & Material Assets	The Irish Aviation Authority (IAA) has outlined criteria regarding tall structures and the installation of an aeronautical obstacle warning light scheme for the Development. This has been addressed in Chapter 12: Material Assets and Other Issues and is not considered further here.
Material Assets	<p>The Development is not connected to or in the vicinity of any site regulated under the Control of Major Accident Hazards Involving Dangerous Substances Regulations (SEVESO sites), therefore no significant effects associated with major industrial accidents involving dangerous substances are anticipated.</p> <p>Any technical fault at the Development would not impact the local or national energy supply.</p> <p>The extremely low frequency (ELF) electric and magnetic fields (EMF) associated with the operation of the proposed cables fully comply with the international guidelines for ELF-EMF set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP), a formal advisory agency to the World Health Organisation, as well as the EU guidelines for human exposure to EMF. Accordingly, there will be no operational impact on properties (residential or other uses), construction staff, operational & maintenance staff or recreational users of the site as the ICNIRP guidelines will not be exceeded at any distances even directly above the cables. This has been addressed in Chapter 15 – Shadow Flicker and EMI.</p>
Traffic and Transport & Biodiversity: Fisheries	During the construction and decommissioning phase, increased traffic could lead to increased sedimentation/pollution of watercourses. The interactions between these aspects were considered in the EIAR and mitigation has been embedded in the design and recommended for the implementation of the Development. This assessment has identified no potentially significant residual effects on Fisheries from Traffic & Transportation, from the Development.
Traffic and Transport &	The Development will utilise the existing road network during the construction phase with some upgrading of Turbine Delivery Route nodes required. Construction related traffic will originate from the delivery of materials to site, removal of surplus excavated material from site and transport of employees to, from and throughout the site. The localised traffic disruptions will be mitigated through the use of industry standard traffic management measures. Please see Chapter 14: Traffic and Transport and Appendix 2.1 for details.