

18.0 INTERACTIONS OF THE FOREGOING

18.1 INTRODUCTION

The potential effects of the proposed project (which includes the proposed wind farm site, the proposed grid connection route (GCR) and the proposed turbine delivery route (TDR) works areas, and the measures proposed to mitigate these effects have been outlined in this EIAR. However, in any development with the potential for environmental effect there is also the potential for interaction between effects of the different environmental aspects.

The result of these interactions may either exacerbate the magnitude of the effect or may in fact ameliorate it. As part of the requirements of an EIAR, the interaction of the effects on the surrounding environment needs to be addressed.

Table 18-1 outlines the different environmental aspects which have potential to interact as a result of the proposed project. Potential interactions (both positive and negative) have been considered for the construction, operation and decommissioning phases of each of the different environmental aspects. Where potential interactions are identified, they are discussed in Section 18.2.

The potential interactions discussed in this chapter are based on the full range of turbine dimensions and as such any permutations within the proposed range of turbine dimensions (See Chapter 2, Description of the Proposed Project) have been considered within this assessment.

Table 18-1 highlights the potential interactions during the construction (C), operational (O) and decommissioning (D). The left, bottom-half of the table is filled in the colour grey to avoid repetition of the same interactions.

Table 18-1: Interaction between Environmental Aspects (positive and negative) Phases include construction (C), operational (O) and decommissioning (D). Blue denotes identified interactions (which are described in Section 18.2), while grey is used for blocking out part of the table to avoid duplication

Interaction Matrix	PHASE	Population & Human Health	Biodiversity	Ornithology	Land, Soils & Geology	Hydrology & Hydrogeology	Shadow Flicker	Material Assets	Noise & Vibration	Landscape & Visual	Air Quality & Climate	Cultural Heritage	Traffic & Transport
Population & Human Health	C				✓	✓			✓	✓	✓		✓
	O				✓	✓	✓	✓	✓	✓	✓		✓
	D				✓	✓			✓	✓	✓		✓
Biodiversity	C			✓	✓	✓			✓		✓		✓
	O			✓	✓	✓			✓		✓		✓
	D								✓		✓		✓
Ornithology	C				✓	✓			✓		✓		✓
	O				✓	✓					✓		
	D								✓		✓		✓
Land, Soils and Geology	C					✓				✓		✓	
	O												
	D												
Hydrology & Hydrogeology	C												
	O												
	D												
Shadow Flicker	C												
	O												
	D												
Material Assets	C												
	O												
	D												
Noise & Vibration	C												✓
	O												✓
	D												✓
Landscape & Visual	C											✓	
	O											✓	
	D											✓	
Air Quality & Climate	C												✓
	O												✓
	D												✓
Cultural Heritage	C												
	O												
	D												
Traffic & Transport	C												
	O												
	D												

18.1.1 Statement of Authority

This chapter was prepared by Oonagh Fleming and Dr. John Staunton of TOBIN Consulting Engineers. Oonagh Fleming is a Graduate Environmental Scientist in TOBIN, and holds a B.A. in Geography and Sociology. John Staunton is a Senior Project Manager and Environmental Scientist in TOBIN more than fourteen years' postgraduate experience in both research and environmental consultancy. John holds a BSc and PhD in Environmental Science and has considerable experience in project managing wind energy developments and carrying out associated impact assessments including in preparing assessments in relation to population and human health (human beings).

This chapter has been reviewed by Orla Fitzpatrick, Technical Director in TOBIN's Environment and Planning Division. Orla is a chartered environmentalist (CEnv) with 22 years of experience and holds a BSc in Geophysical Science and a M.Sc. in Environmental Consultancy. Orla has considerable experience as technical approver of environmental deliverables for major infrastructure projects.

18.2 DISCUSSION OF INTERACTIONS

The following section summarises the primary interrelationships of aspects of the environment with the potential for significant effects as a result of the proposed project, as identified in Table 18-1. Only the potential interactions identified in Table 18-1 for each stage of the proposed project (construction, operational and decommissioning) are discussed in the following sections. Environmental interactions (relating to any two chapter topics) are discussed only once, so for that reason not all interactions for each chapter are listed under the heading for that chapter. This follows the same principle of Table 18-1, avoiding duplication.

As described Chapter 17 (Major Accidents and Natural Disasters), there is potential for the proposed project to be a source of hazard or interact with other sources of hazard that could result in a major accident and/or natural disaster during its construction, operation and decommissioning. All identified potential hazards and source of hazards associated with the proposed project have been considered through the technical assessments of this EIAR (Chapter 5 to 16), and therefore any interactions are covered in Chapter 17 and not in this chapter.

18.2.1 Population and Human Health

Interactions of Population and Human Health, Land, Soils and Geology, Hydrology and Hydrogeology and Air Quality and Climate.

Construction Phase

During the construction phase of the proposed project, there is potential for short-term interaction between Population and Human Health, Air Quality and Climate, Hydrology/Hydrogeology and Land, Soils and Geology.

This interaction in the construction phase is primarily associated with the disturbance of ground for the proposed project which has the potential, if not properly managed, to cause increased levels of suspended solids in nearby watercourses and dust emissions. Suspended solids, unmitigated, may enter nearby watercourses and/or be transported off site by construction vehicles. Dust emissions, unmitigated, may impact on air quality. These potential effects, along with detailed mitigation measures are discussed in detail within Chapters 8 (Land, Soils and Geology), 9 (Hydrology and Hydrogeology) and 14 (Air Quality and Climate) of the EIAR to reduce the potential direct and indirect effect on Population and Human Health from the proposed construction works. With mitigation, these works will have no significant effects on Population and Human Health (specifically relating to residential amenity and human health) and as such no significant negative effects are predicted from the interactions.

Operational Phase

As the operation of the proposed project will provide renewable electricity to the grid and reduce the reliance on fossil fuels, the interaction between the proposed project and air and climate is positive. Furthermore, a reduction in the use of fossil fuels will improve air quality, thereby having a positive interaction with human health. It is anticipated that there would be a slight positive and long-term effect as a result of this interaction.

Decommissioning Phase

The decommissioning phase of the proposed project will result in generally similar effects as the construction phase, albeit to a significantly smaller extent as much of the infrastructure will remain in-situ. There will also be a reduction of the electricity being produced from a renewable energy source nationally i.e. the reverse of the positive effect of the operational phase of the proposed project on climate and air quality. There will be no significant negative effects arising from this interaction.

Interactions of Population and Human Health and Shadow Flicker

Operational Phase

There is potential during the operational phase for interactions between Shadow Flicker and Population and Human Health (the residential amenity of those living in the area) where it could cause a nuisance in nearby properties. It should be noted however that the applicant has committed to the near zero shadow flicker as described in Section 10.5.1 of Chapter 10 of this EIAR (Shadow Flicker).

As described in Chapter 10 (Shadow Flicker), the Shadow Flicker assessment concluded that the >800m design setback from sensitive receptors, along with the implementation of screening and turbine shutdown mitigation measures, will ensure that there are no significant post-mitigation effects of shadow flicker on the local community during the operational phase of the proposed project. There will be no significant negative effects arising from this interaction.

Interactions of Population and Human Health and Material Assets

Operational Phase

During the operational phase, generating electricity from wind energy has the potential to interfere with the quality of radio waves and microwaves used for communication purposes; including TV signals, radio signals, aircraft landing, navigation systems and microwave links. As outlined in Chapter 11 (Material Assets), a comprehensive list of operators were contacted in relation to potential electromagnetic interference.

Following consultation with the telecommunication service providers, some potential effects were highlighted. These potential effects were incorporated into the project design, and it was found that the proposed project will not have any impact on the existing communication links in the area. Any interference that might occur with local communications and radio/tv signals would have potential interactions with residential amenity for those affected, in the event that they could not use their phone/radio/tv. The project design has accounted for these potential interferences and the applicant has committed to addressing any issues in the unlikely event that they arise, as such no significant negative effect is predicted from this interaction.

Interactions of Population and Human Health and Noise Effects

Construction Phase

Wind farms generate noise in the vicinity of the proposed project during their construction operational and decommissioning phases. There is no occupied dwelling located within <800m of the nearest proposed turbine. Noise and vibration effects have been considered in Chapter 13 (Landscape and Visual) of the EIAR and it has been found that during both the construction and operational phases of the proposed project, these effects will be within the relevant

guidance limits for all properties and will not give rise to any significant effects arising from the interaction of population, human health and noise.

Operational Phase

During operational phase of the proposed project, the noise levels will be within the relevant guidance limits for all properties and will not give rise to any significant effects arising from the interaction of population, human health and noise.

Decommissioning Phase

As per the construction phase, any works required during the decommissioning of the proposed project will have the potential for noise and residential amenity effects on nearby sensitive receptors. This will be to a significantly reduced extent, as stone and soils will not be moved off site. Any potential noise effects will have the potential to negatively interact with residential amenity and human health although this is not predicted to be a significant effect.

Interactions of Population and Human Health and Landscape and Visual Effects

Construction Phase

Any landscape and visual effects associated with the construction of the proposed project would have the potential to interact with residential amenity for the local community. In this case they are mostly localised or not significant (with the exception of the turbine erection, for which the effects will be similar to those experienced during the operational phase and as such are considered below). Therefore, there will be no significant negative effect from the interaction between Population and Human Health and Landscape and Visual effects during the construction phase of the proposed project.

Operational Phase

Based on the visual effect assessment undertaken for this proposed project, it is concluded that the proposed project will result in long term, but not permanent, visual effects that are readily reversible upon decommissioning. Overall, the operational significance of landscape effects during the operational phase is considered to be moderate, negative and long-term within and immediately around the proposed wind farm site.

There is a potential for interactions between the landscape and visual effects and the residential amenity of those living, working or travelling in the area as well as tourism. This is a subjective interaction which may vary from positive to negative depending on each persons' viewpoint. Based on the conclusion of Chapter 13 (Landscape and Visual), it is anticipated that there will be no significant interactions between residential amenity and Landscape and Visual.

Taking into account all of the evidence from the photomontages and the zone of theoretical visibility (ZTV) for the proposed project (as described in Chapter 13 (Landscape and Visual) of this EIAR, the addition of 15 no. wind turbines will have varying levels of visibility locally, but in general will not result in a significant level of landscape and visual effect on the wider region. As the proposed project supports amenity projects being undertaken in the area as part of the community benefit scheme has the potential to have an associated positive impact on tourism and health in the area (discussed further in Section 18.2.8). Potential effects on tourism are discussed in Chapter 5 of the EIAR (Population and Human Health), which finds there will be no significant negative effect on tourism as a result of the proposed project. There will be no significant negative effects arising from this interaction.

Decommissioning Phase

Decommissioning stage landscape and visual effects will be similar in nature to construction stage effects, albeit in reverse and to a lesser magnitude. Such effects will be temporary in duration. As such, there will be no significant negative effect from the interaction between Population and Human Health and Landscape and Visual effects during the decommissioning phase of the proposed project.

Interactions of Population and Human Health and Traffic and Transportation

Construction Phase

Public perception of the construction phase will likely be influenced primarily from the impact of traffic movement. When taken in context with the existing traffic flows in the area, the construction of the proposed project will result in varying (both temporally and spatially) effects on the surrounding road network as discussed in detail in Chapter 16 (Traffic & Transportation). This will have a potential to interact with Population and Human Health via noise and dust mostly (i.e. local residential amenity). This will be short-term in nature (expected duration of construction phase is approximately 24 months) and no significant negative effects are predicted from this interaction,

Operational Phase

Once the wind farm is operational, traffic movements to and from the site (for maintenance and for the recreational amenity) will be slight. Any increase in traffic volumes has the potential to create noise and dust nuisance, thereby having the potential to interact with residential amenity and human health for those living in the area. As the anticipated traffic volumes are very low and mitigation measures will be implemented, this interaction is not anticipated to create a significant, negative effect.

Decommissioning Phase

Decommissioning stage Traffic and Transport effects will be similar in nature to construction stage effects, albeit to a significantly lesser magnitude. Such effects will be temporary in duration. As such, there will be no significant negative effect from the interaction between Population and Human Health and Traffic and Transport during the decommissioning phase of the proposed project.

18.2.2 Biodiversity

Interactions of Biodiversity, Lands, Soils and Geology and Hydrology and Hydrogeology

Construction Phase

Exposing soils during the construction phase has the potential, if not properly managed, to cause sedimentation of nearby watercourses, resulting in a potential interaction between Biodiversity, Soils and Geology and Hydrology and Hydrogeology. It is envisaged that the excavation of turbine foundations and other infrastructure, the construction of internal site access tracks (including bridges) and works along the GCR and TDR could potentially lead to increased suspended solids in surface water run-off. However, mitigation measures will be put in place to control siltation occurring during the construction phase and ensure protection of the aquatic environment. Therefore, the effects of this interaction are not anticipated to be significant.

Excavation and removal of soils for the construction of permanent features such as hardstands and access tracks may potentially lead to habitat loss and resulting in a further interaction. However, the total area for the proposed ground works and infrastructure comprises only 3.2% of the wind farm site area, therefore this is not considered to be a significant, negative interaction and will not give rise to a significant, negative effect on biodiversity.

There is also the potential, if not properly managed, for a negative interaction between the site drainage regime and aquatic ecology during the construction phase of the proposed project. Suitable mitigation measures (as discussed in the CEMP and Chapter 19 (Schedule of Mitigation)) will be put in place to control erosion and sedimentation of receiving waters, ensuring that there are no significant effects resulting from this interaction.

Overall, there will be no significant negative effects arising from this interaction.

Operational Phase

During the operational phase of the proposed project, the existing on-site drainage scheme and the surface water management plan for the proposed project will ensure that there is no significant negative interaction between Lands, Soil and Geology, Hydrology and Hydrogeology and Biodiversity by controlling the runoff of water from the site (at greenfield run off rates) and via controlled and carefully designed surface water attenuation ponds and as such there will be no significant negative effect.

Interactions of Biodiversity, Noise and Vibration and Traffic and Transport

Construction and Decommissioning Phase

There is potential for interaction between Biodiversity, Noise and Vibration and Traffic and Transport during the construction, operational and decommissioning phases of the proposed project. However, as noted above, noise and vibration effects during these phases of the proposed project are predicted to be within the best practice guidance limits in the wider area, and any effects for the construction and decommissioning phases will be short-term in nature.

Traffic using the site during the construction and decommissioning phases of the proposed project will be restricted to the use of the designated internal access tracks (as discussed in Chapter 16 Traffic and Transportation).

Detailed baseline surveys of the biodiversity in the area of the proposed project have been undertaken and, as a result of the incorporation of the findings of the surveys into the project design and site layout plan, construction works including traffic movements will be carried out to avoid areas of highest importance for biodiversity on site as such no significant negative effects will arise from these interactions.

Operational Phase

As above, traffic using the site during the construction phase of the proposed project will be restricted to the use of the designated internal access tracks.

Noise and vibration effects during the operational phase of the proposed project are predicted to be within the best practice guidance limits in the wider area.

Potential direct and indirect effects on Natura 2000 sites have also been considered in Chapter 6, Biodiversity as well as in the AA Screening Report and NIS that accompany this application. There will be no significant negative effects arising from this interaction.

Interactions of Biodiversity, Air Quality and Climate

Construction and Decommissioning Phase

There is potential for interaction between Biodiversity, and Air Quality and Climate during the construction and decommissioning phases of the proposed project. There is a potential for localised dust to be a nuisance for biodiversity in any given area. Any such effect would be localised and short-term, with mitigation described in Chapter 14 (Air Quality and Climate) to be used to minimise this. This interaction is not expected to give rise to significant, negative effects.

Operational Phase

During the operational phase, the proposed project will contribute to reducing greenhouse gas emissions, thereby reducing the potential for climate change. This will have a slight indirect positive effect with respect to biodiversity in this regard, this is discussed further in section 18.2.8. There will be no significant negative effects arising from this interaction.

Interactions of Biodiversity and Ornithology

Construction Phase

During the construction phase, there will be some disturbances to habitats where construction works take place, and where the clearance of habitats (forestry) for bat buffers around turbines is carried out. The birds associated with the areas where these works will take place will be disturbed while works are ongoing. This is likely to have a direct short term negative effect, and once the mitigation and compensation measures (including the implementation of a biodiversity management plan) are considered, it is not anticipated to be significant. It is discussed further in Chapter 7 of this EIAR (Ornithology).

Operational Phase

There will be some ecological mitigation measures implemented for the proposed project including a biodiversity management plan (which includes the establishment of biodiversity enhancement lands surrounding the proposed wind farm site) to restore and improve the quality of habitats on and around the proposed wind farm site. These are likely to result in a greater abundance of insects and prey species in the area, therefore having a long-term slight positive effect in terms of the interaction with ornithology. There will be no significant negative effects arising from this interaction.

18.2.3 Ornithology

Interactions of Ornithology, Lands, Soils and Geology and Hydrology and Hydrogeology

Construction Phase

Exposing soils during the construction phase has the potential, if not properly managed, to cause sedimentation of nearby watercourses (as described above) which could lead to indirect effects on birds and their prey species through the disturbance and deterioration of the aquatic habitat quality. However, mitigation measures will be put in place to control siltation occurring during the construction phase and ensure protection of the aquatic environment. As mentioned previously, the proposed project may potentially lead to change of land use and disturbance of birds. However, the total area for the proposed ground works and infrastructure comprises only

3.2% of the wind farm site area. There will be no significant negative effects arising from this interaction.

Operational Phase

There will be very low intensity use of the site roads during the operational phase with similarly low risks of this causing sedimentation of local watercourses (which could potentially lead to effects on birds as described above). The change of land use of 3.2% of the proposed wind farm site is likely to have an interaction with birds in terms of the associated habitat loss and occasional disturbance (from maintenance activity). There will be no significant negative effects arising from this interaction.

Interactions of Ornithology, Noise and Vibration and Traffic and Transport

Construction and Decommissioning Phase

There is potential for interaction between Ornithology, Noise and Vibration and Traffic and Transport during the construction phase of the proposed project. However, as noted above, noise and vibration effects during both the construction and the decommissioning phase of the proposed project are predicted to be within the relevant best practice guidance limits, and for the construction and decommissioning phases will be short-term in nature. Therefore, the in-combination effects of noise and vibration caused by additional traffic during the construction and decommissioning phases will have a limited effect on ornithology and not expected to be significant.

Potential direct and indirect effects on Natura 2000 sites have also been considered in Chapter 7 Ornithology and the AA Screening Report and NIS that accompany this application and the interaction effects are predicted to be short term, not significant.

Interactions of Ornithology, Air Quality and Climate

Construction and Decommissioning Phase

There is potential for interaction between Ornithology, and Air Quality and Climate during the construction and decommissioning phases of the proposed project. There is a potential for localised dust to be a nuisance for birds in any given area. Any such effect would be localised, short-term and not significant, with mitigation described in Chapter 14 (Air Quality and Climate) to be used to minimise this.

Operational Phase

During the operational phase, the project will contribute to reducing greenhouse gas emissions, thereby reducing the potential for climate change. This will have a slight indirect positive effect with respect to interaction between ornithology and Air Quality and Climate. This point is discussed further in Section 18.2.8. There will be no significant negative effects arising from this interaction.

18.2.4 Land, Soils and Geology

Interactions of Land, Soils and Geology and Hydrology and Hydrogeology

Construction Phase

It is envisaged that the excavation of turbine foundations and other infrastructure and the construction of internal site access tracks could potentially lead to increased suspended solids in surface water run-off. This will not result in a significant effect following the implementation of mitigation measures as discussed in Chapter 9 (Hydrology and Hydrogeology).

Interactions of Land, Soils and Geology and Landscape and Visual

Construction Phase

As spoil and stone are moved and disturbed during construction, there will be a potential visual effect for local receptors that have visibility of the proposed wind farm site. Works at ancillary locations (GCR and TDR) will be brief in nature and visual effect will be localised. These will not result in a significant effect.

Interactions of Lands, Soils and Geology and Cultural Heritage

Construction Phase

For the proposed project, the design of the wind farm incorporated the results of historical and project-specific archaeological surveys within the application area. No sites with statutory protection will be directly impacted by the proposed project, though the proposed GCR will be located within the zones of notification for archaeological features. The construction works (ground disturbance) associated with the proposed project will be monitored by a suitably qualified archaeologist working under licence. There will be no significant negative effects arising from this interaction.

18.2.5 Noise & Vibration

Interactions of Noise and Vibration and Traffic and Transport

Construction and Decommissioning Phase

There will be an interaction between Traffic and Transport and Noise and Vibration during the construction and decommissioning phase of the proposed project, as construction vehicles will result in increased noise and vibration along transport routes as they travel to and from the site. However, given the distances between the main construction works and nearby NSLs and the fact that the construction phase of the proposed project is short term in nature, it is expected that the various noise sources will not be excessively intrusive as such no significant, negative effect will arise from this interaction. Also, works along the GCR and TDR will be temporary and transient in nature resulting in no significant effects from this interaction in that regard. This is addressed in further detail in Chapter 12 (Noise and Vibration).

Operational Phase

As the potential traffic associated with the operational phase of the proposed project will be very low, there will be no significant, negative effect from the interaction between Traffic and Transport and Noise and Vibration during the operational phase.

18.2.6 Landscape and Visual Effect

Interactions of Landscape and Visual and Cultural Heritage

Construction Phase

Any potential effects relating to the interaction of Landscape and Visual and Cultural Heritage during the construction phase are likely related to the setting of monuments.

There will be no significant, negative effect arising from the interaction between Landscape and Visual Effects and Cultural Heritage during the construction phase of the proposed project, as works will be short-term and curtailed to the location of the infrastructure for the proposed project which has been designed with consideration for archaeological features in the vicinity of the proposed project.

Operational Phase

Negative landscape and visual effect on Cultural Heritage resources can arise during the operational phase of a wind farm with respect to archaeological features and their setting in the landscape based on the visibility of wind turbines and associated infrastructure. This would therefore create an interaction between these two topics. There is also a potential interaction with tourism associated with the setting of archaeological features. There will be no significant negative effects arising from the interaction between any of the main archaeological features and attractions (and tourism) in the region as discussed in Chapter 13 (Landscape and Visual Effects) and Chapter 15 (Cultural Heritage) due to the fact the proposed turbines will not be visible from certain places in the surrounding landscape as a result of the topography of the wind farm site.

There are no significant effects predicted from associated interactions along the proposed GCR and proposed TDR as works along these routes will be short-term and temporary in nature.

Decommissioning Phase

Any potential effects relating to the interaction of Landscape and Visual and Cultural Heritage during the decommissioning phase are likely related to the setting of monuments while the works are underway to dismantle and remove the turbines and other infrastructure. As there will be minimal site disturbance in this time (works will be significantly less than the construction phase), there will be no significant, negative effect arising from the interaction between Landscape and Visual Effects and Cultural Heritage during the decommissioning phase of the proposed project.

18.2.7 Air Quality and Climate

Interactions of Air Quality and Climate and Traffic and Transport

Construction and Decommissioning Phase

There will be no significant interaction between Traffic and Transport and Air Quality and Climate during the construction and decommissioning phases of the proposed project, with the exception of exhaust emissions and dust from construction vehicles. This is a short-term effect, often temporary in any one location and will not result in a significant effects. Mitigated measures are discussed in Section 7 of the CEMP, Appendix 2-8. There will be no significant negative effects arising from this interaction.

Operational Phase

As the potential traffic associated with the operational phase of the proposed project will be very low, there will be no significant effect from the interaction between Traffic and Transport and Air Quality and Climate during the operational phase.

18.2.8 Positive Interaction of Elements

In addition to the interactions noted above, the proposed project has the potential to have positive effects on the receiving environment and interactions between topics.

The provision of a valuable new land use (consisting of wind energy production which would replace carbon-based energy) within the site of the proposed project, which currently comprises mostly forestry, would result in an interaction between Material Assets, Air and Climate and Human Health.

The creation of local jobs during all phases of the proposed project will result in an interaction between Material Assets (i.e. electrical infrastructure) and Population and Human Health (in terms of local socioeconomics). The community benefit fund will have an interaction between Material Assets (i.e. electrical infrastructure) and Population and Human Health (in terms of local socioeconomics, residential amenity and tourism) (see Chapter 5 (Population and Human Health) and Chapter and Chapter 11 (Material Assets) for additional detail). These interactions are not anticipated to give rise to significant effects.

Furthermore, the development of wind farms is regarded by many to enhance the reputation of a region as an environmentally friendly place to visit (public and tourist attitudes to wind farms are discussed in Chapter 5 (Population and Human Health)). Any possible short-term effect is strongly counterbalanced by the benefits to society of clean, renewable energy.

As the proposed project supports amenity projects being undertaken in the area as part of the community benefit scheme has the potential to have an associated positive impact on tourism and health in the area (discussed further in Section 18.2.8).

18.2.9 Potential Effects and Mitigation Measures

Where a potential effect as a result of the proposed project has been noted during the environmental impact assessment, relevant and appropriate mitigation measures have been identified and proposed. A detailed chapter highlighting the specific mitigation measures proposed for the wind farm is included in this EIAR (Chapter 18 – Schedule of Mitigation Measures).

18.3 CONCLUSION

All environmental factors are interrelated to some extent. All permutations and variations of the proposed turbines have been considered in this chapter, and the significance of the interactions and effects will not change based on different permutations. The GCR and TDR have been considered throughout all parts of this assessment.

Having assessed the interaction of potential effects during the construction, operational and decommissioning phases it has been determined that there are no additional interactions further to those described in this chapter. The detailed assessment of the interactions has found they do not give rise to any significant effects.

The proposed project will have some positive effects on an international, national, regional and local level, particularly in terms of helping to achieve renewable energy targets and domestic energy security and through the use of the community benefit scheme to support local initiatives.