

18 INTERACTIONS OF THE FOREGOING AND A SUMMARY OF MITIGATION MEASURES

18.1 INTERACTIONS OF THE FOREGOING

18.1.1 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 18.1**). The interactions between impacts on different factors have been addressed as relevant throughout the EIAR (**Table 18.2**). The cumulative slight impact on a number of topics may result in a significant impact on another topic.

Appendix 18.1 summarises mitigation measures for all technical assessment chapters and **Appendix 18.2** provides a glossary of common acronyms.

18.1.2 Need for the Interactions of the Forgoing

Article 3 of Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending ('EIA Directive') stipulates that

'The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors: (a) population and human health; (b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC; (c) land, soil, water, air and climate; (d) material assets, cultural heritage and the landscape; (e) the interaction between the factors referred to in points (a) to (d).'

18.1.3 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.

18.2 SUMMARY OF MITIGATION MEASURES

This Chapter summarises mitigation measures proposed elsewhere in the EIAR. Chapters 5 to 17 of the EIAR outline the findings of the assessment of the predicted effects of the

Project on a topic-by-topic basis. The significance of these effects have 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.

18.2.1 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 18.1** 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.

18.2.2 Specific Mitigation Measures

In addition to mitigation proposed to address significant adverse effects (**Appendix 18.1**), certain chapters have also proposed further measures to reduce effects that were assessed as 'Not Significant' before mitigation.

Table 18.2 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 18.1**.

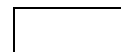
Table 18.1: Summary matrix of Interactions of Impacts during Construction, Operational and Decommissioning Phases (Source: Adapted from EIAR Guidelines, 2022)

	Population & Human Health		Biodiversity		Ornithology		Soils & Geology		Hydrology and Hydrogeology		Noise and Vibration		Landscape & Visual Amenity		Material Assets and Other Issues		Cultural Heritage		Traffic & Transportation		Air and Climate		Shadow Flicker		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	Const & Decom	Oper	Const & Decom	Oper
Population & Human Health																										
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Material Assets																										
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Traffic & Transportation																										
Air and Climate																										
Shadow Flicker																										
Major Accidents & Natural Disasters																										

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



Interaction or inter-relationship



No interaction or inter-relationship

Table 18.2: Interactions & Inter-relationships between Environmental Aspects of the Project

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 and concludes that there are no impacts.
Population and Human Health & Noise and Vibration	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 Project will see a temporary introduction of machinery and the erection of eight 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 Project, including assessment from recreational scenic viewpoints, and was also informed by the findings of the 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 Project 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. Air Navigation 2. Telecommunications 3. Socio-economic	<ol style="list-style-type: none"> 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 150 m 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. No telecommunication links were identified during the scoping and consultation exercise of the Project. There is no potential for interference with the links from other windfarms in combination with the Project. No significant impacts are predicted on telecommunications or radio reception as a result of the Project. The Project 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.
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 (in Chapter 15: Air and Climate and in Chapter 14: Traffic and Transport), 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 Project will offset energy and the associated emission of greenhouse gases from electricity-generating stations</p>

Interaction	Description
	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 Project 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.
Population and Human Health & Cultural Heritage	Damaging a cultural asset could affect tourism; this has been considered in Chapter 13: Cultural Heritage and will not to be an issue.
Population and Human Health & Traffic and Transport	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 Transport .
Population and Human Health & Shadow Flicker	<p>The shadow flicker assessment identified the potential for shadow flicker to affect 51 No. out of 73 No. receptors within the shadow flicker study area.</p> <p>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.</p> <p>The potential effects of the Project from shadow flicker are considered to be Not Significant.</p>
Population and Human Health & Major Accidents and Natural Disasters	<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 flooding and fire.</p> <p>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	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.
Biodiversity & Hydrology and Hydrogeology	<p>Potential for the discharge of pollutants such as sediment or hydrocarbons downstream to the Bandon River SAC and pNHA which could affect qualifying habitat and species.</p> <p>With the full implementation of mitigation measures the residual impact will have no adverse effects.</p>
Biodiversity & Soils and Geology	Potential effects on biodiversity during the construction and decommissioning phase include disturbance to birds and mammals from loss / changes to habitat. Restoration will be undertaken in line with the Habitat Management Plan (Appendix 6.5) .
Biodiversity & Major Accidents & Natural Disasters	<p>Potential impacts on biodiversity during the construction and decommissioning phase could include disturbance to birds and mammals from loss / changes in habitat.</p> <p>The Project 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>
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

Interaction	Description
	decommissioning of the Project. The potential effects on birds from noise will not be significant and temporary in nature.
Ornithology & Major Accidents and Natural Disasters	<p>Potential impacts on biodiversity during the construction and decommissioning phase could include disturbance to birds from loss/ changes in habitat.</p> <p>The Project 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 will occur.</p>
Soils and Geology & Hydrology and Hydrogeology & Landscape and Visual	<p>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 (>1 m peat depth) areas will ensure that any excavations associated with the Project will have minimal impact.</p> <p>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.</p>
Soils and Geology & Landscape and Visual & Major Accidents and Natural Disasters	<p>The unavoidable residual impacts on the soils and geology environment as a function of the Project 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.</p> <p>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 will be significantly reduced and considered avoidable.</p>
Soils and Geology, Landscape and Visual & Archaeology and Cultural Heritage	<p>The construction and decommissioning phase pertaining to the Project will involve significant ground reduction and topsoil removal throughout the design layout footprint.</p> <p>No archaeological sites are located on the footprint of any proposed construction areas. There is a possibility of encountering unrecorded archaeological finds/features throughout these areas, during the construction and decommissioning phase and increasing the area of disturbed soil. If any sub-surface archaeological features are identified during archaeological monitoring they will be securely cordoned off, cleaned and recorded <i>in situ</i>. The National Monuments Service will then be notified and consulted to determine further appropriate mitigation measures, which may include preservation <i>in situ</i> (by avoidance) or preservation by record (archaeological excavation).</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 operational phase will result in a range of indirect negative impacts of a visual nature on the wider setting of a number of recorded archaeological sites within the study area and the surrounding landscape which will range from not significant to moderate in significance.</p>
Soil and Geology &	The Project 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.

Interaction	Description
Major Accidents and Natural Disasters	The Project 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.
Hydrology & Biodiversity	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 Chapter 6: Biodiversity, Chapter 8: Soils and Geology and Chapter 9: Hydrology and Hydrogeology will be strictly adhered to which includes monitoring of Site water run-off during all phases of the Project.
Hydrology and Hydrogeology & Major Accidents & Natural Disasters	<p>The Project will use the latest best practice guidance to ensure that flood risk within or downstream of the Site is not increased as a consequence of the Project, i.e., a neutral impact at a minimum.</p> <p>The risk of the wind farm contributing to downstream flooding is very low, as the long-term plan for the site is to retain and slow down drainage water prior to release. Robust drainage measures on the site will include swales, silt traps, check dams, settlement ponds and buffered outfalls. This has been addressed in Chapter 9: Hydrology and Hydrogeology.</p>
Noise and Vibration & Traffic and Transportation	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 and in Chapter 14: Traffic and Transport. Such potential effects are considered to be not significant.
Noise and Vibration & Major Accidents and Natural Disasters	<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>
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 Project. This has been addressed in Chapter 1: Material Assets and Other Issues .
Material Assets & Major Accidents and Natural Disasters	<p>The Project 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 Project 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.</p>
Traffic and Transport & Biodiversity: Fisheries	During the construction phase, increased traffic could lead to increased sedimentation/pollution of watercourses as moving vehicles disrupt soil and emit pollutants. The interactions between these aspects were considered in the EIAR and mitigation has been embedded in the design of the Project. This assessment has identified no potentially significant residual effects on Fisheries from Traffic & Transportation from the Project.

Interaction	Description
Traffic and Transport & Major Accidents & Natural Disasters	The Project will utilise the existing road network during the construction phase. 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.