

## 12. MATERIAL ASSETS

### 12.1 Introduction

Material Assets are defined in the *'Guidelines on the Information to be contained in Environmental Impact Assessment Reports'* (EPA, 2022) as 'built services and infrastructure'. Traffic is included because in effect traffic consumes transport infrastructure'.

Material Assets may be either of human or natural origin. This chapter of the rEIAR addresses the likely significant effects of the Subject Development on transportation infrastructure (Section 12.2 Traffic and Transport), and other Material Assets (built services and waste management, Section 12.3), which are economic material assets of human origin. Waste Management is considered within EPA, 2022 as part of Material Assets. Waste Management pertaining to the Subject Development is set out in the CEMP of the Meenbog Windfarm in Appendix 3-2, which includes a Waste Management Plan (WMP).

Cultural Heritage is addressed in Chapter 10 of this rEIAR. Economic assets of natural heritage include non-renewable resources such as minerals or soils, and renewable resources such as wind and water. These assets are addressed in Chapter 6: Land, Soils and Geology, Chapter 7: Hydrology and Hydrogeology and Chapter 8: Air and Climate. Tourism and amenity resources, which are also considered material assets, are addressed in Chapter 4: Population and Human Health.

This chapter of the rEIAR has been prepared in accordance with the requirements of the EIA legislation and guidance detailed in Chapter 1: Introduction.

For the purposes of this rEIAR:

- **'Site'**: refers to the primary rEIAR study area as shown in green in Figure 1-1.
- **'Permitted Development'**: means the permitted wind farm development including, wind turbine infrastructure, internal site roads and all supporting infrastructure, including the grid connection, which was granted permission by the Board under Planning Ref: ABP-300460-17 as amended by ABP-303729-19.
- **'Subject Development'**: means all 25 deviations from the Permitted Development as shown in Figure 1-2, for which substitute consent is being sought.
- **'Meenbog Windfarm'** means both the Permitted Development and the Subject Development combined.
- **'November 2020 Peatslide'**: means the peatslide or peat movement that occurred on 12th November 2020, during the construction of a permitted access road to turbine T7.

Please see section 1.1. of this rEIAR for further details. A detailed description of the Subject Development is provided in Chapter 3 of this rEIAR.

#### 12.1.1 Statement of Authority

This section of the rEIAR has been prepared by Thomas Blackwell and Malena Thren and reviewed by Michael Watson and Alan Lipscombe.

Thomas is a Senior Environmental Consultant with MKO with over 17 years of progressive experience in environmental consulting. Thomas holds a BA (Hons) in Geography from Trinity College Dublin and a M.Sc. in Environmental Resource Management from University College Dublin. Prior to taking up his position with MKO in August 2019, Thomas worked as a Senior Environmental Scientist with HDR, Inc. in the United States and held previous posts with private consulting firms in both the USA and Ireland. Thomas is a registered Professional Wetland Scientist with the Society of Wetland Scientists with specialist knowledge in wetland assessment and delineation, mitigation planning and design, stream geomorphic assessment, and stream and wetland restoration design. Thomas' key areas of expertise

include fluvial geomorphology and stream restoration design. Thomas has provided stream restoration design, and construction oversight for numerous private and publicly funded projects in multiple jurisdictions. Thomas has also got extensive experience in the preparation of material assets assessments and reports for EIAs, particularly relating to wind energy.

Malena Thren is a Graduate Environmental Scientist with MKO. Malena holds a first-class Honours in BSc (Hons) Environmental Science from NUI Galway (2023). Prior to taking up her position with MKO in September 2023, she worked with the university and local authorities on a variety of award-winning environmental campaigns as Students' Union Officer and Sustainability Leadership Intern. Her key strengths and expertise are in report writing, research and communication and she is experienced in data analysis and QGIS mapping. Since joining MKO, Malena has been involved in the preparation of Environmental Impact Assessment Screening and Scoping Reports, License Monitoring, Project Management, Construction Management Plans, Environmental Impact Assessment Reports, Research projects and Environmental Reports.

Michael Watson is a Director of Environment in MKO. Michael has over 20 years' experience in the environmental sector. Following the completion of his master's degree in environmental resource management, Geography, from National University of Ireland, Maynooth he worked for the Geological Survey of Ireland and then a prominent private environmental & hydrogeological consultancy prior to joining MKO in 2014. Michael's professional experience includes managing Environmental Impact Assessments, EPA License applications, hydrogeological assessments, environmental due diligence and general environmental assessment on behalf of clients in the wind farm, waste management, public sector, commercial and industrial sectors nationally. Michael's key strengths include project strategy advice for a wide range and scale of projects, project management and liaising with the relevant local authorities, Environmental Protection Agency (EPA) and statutory consultees as well as coordinating the project teams and sub-contractors. Michael is a key member of the MKO senior management team and as head of the Environment Team has responsibilities to mentor various grades of team members, foster a positive and promote continuous professional development for employees. Michael also has a Bachelor of Arts Degree in Geography and Economics from NUI Maynooth, is a Member of IEMA, a Chartered Environmentalist (CEnv) and Professional Geologist (PGeo).

Alan Lipscombe is a competent expert in traffic and transport assessments. In 2007 Alan set up a traffic and transportation consultancy providing advice for a range of clients in the private and public sectors. Prior to this Alan was a founding member of Colin Buchanan's Galway office having moved there as the Senior Transportation Engineer for the Galway Land Use and Transportation Study. Since the completion of that study in 1999, Alan has worked throughout the West of Ireland on a range of projects including: major development schemes, the Galway City Outer Bypass, Limerick Planning Land-Use and Transportation Study, Limerick Southern Ring Road Phase II, cost benefit analyses (COBA) and various studies for the NUI Galway. Before moving to Galway in 1997, Alan was involved in a wide variety of traffic and transport studies for CBP throughout the UK, Malta and Indonesia. He has particular expertise in the assessment of development related traffic and transport modelling.

## 12.2 Traffic and Transport

### 12.2.1 Introduction

This section considers the effect of the Subject Development on roads, traffic and transport. The Subject Development was constructed and will be operated as part of the Meenbog Windfarm. The EIAR for the Permitted Development concluded that the Permitted Development would have a slight to moderate and temporary effect on existing road users, which would be minimised with the implementation of the mitigation measures included in the traffic management plan which is included in the CEMP for the Meenbog Windfarm (Appendix 3-2 of this rEIAR). The traffic assessment also determined that the N15 National Road would operate within operational capacity for all days within the construction period.

It is noted that the Subject Development has not and will not result in the generation of any additional trips and therefore does not alter the traffic generation estimates or the findings of the Meenbog Windfarm EIAR. Furthermore, the Subject Development does not involve any changes to the site entrances onto the public road network.

#### 12.2.1.1 Guidance on Assessment of Effects

This section of the rEIAR has been completed in accordance with the EIA guidance set out in Chapter 1 Introduction. The assessment uses standard terminology to describe the likely significant effects associated with the Subject Development. Further information on the classification of effects used in this assessment is presented in Section 1.8.2 of this rEIAR.

### 12.2.2 Scoping and Consultations

#### Failte Ireland

Failte Ireland highlights the need to assess the baseline in traffic assessments and how they could affect tourism sensitive sites in the area with regards to parameters such as traffic flow.

#### Transport Infrastructure Ireland

This scoping response contained generic comments for best practice regarding traffic assessments and policy and safety considerations to be considered regarding delivery routes and general traffic implications the Meenbog Windfarm may have.

#### Northern Irish Department of Infrastructure

The response notes that the majority of infrastructure on site is already in place and to consider traffic impacts on roads in Northern Ireland for any future haul routes [which does not apply for the Subject Development].

### 12.2.3 Methodology

The report adopts the guidance for such assessments set out by Transport Infrastructure Ireland, or TII, (formerly the National Roads Authority or the NRA) in the document 'Guidelines for Traffic and Transport Assessments, May 2014'. The geometric requirements of the transporter vehicles were assessed using Autocad and Autotrack. However, this is not relevant for the Subject Development, as no additional transporter vehicles with abnormal loads were required. It is relevant to note that the Subject Development did not require any additional traffic vehicles or journey to and from the Site and therefore, no in depth of traffic volume was required. Thus, it is considered that the traffic volumes as assessed in the EIAR for the Permitted Development were also accurate for the Subject Development.

## 12.2.4 Baseline Environment

It should be noted that traffic volumes are discussed in passenger car units, or pcus, where each vehicle is expressed in terms of its demand on the network relative to the equivalent number of cars. For example, an articulated HGV was given a factor of 2.4 passenger car units (as per TII Project Appraisal Guidelines for National Roads Unit 5.2), while one of the extended loaders required to transport the wind turbine equipment was assigned a value of 10.

### Background Traffic Flows

A continuous traffic counter is maintained by Transport Infrastructure Ireland (TII) on the N15 between Donegal and Ballybofey, adjacent to the site of the Proposed Development, at Lough Mourne, with the Average Annual Daily Traffic volume (AADT) on the N15 recorded to be 6,904 vehicles in 2017. This number has increased to 7,996 in 2023 and was at its lowest in 2020 due to the COVID pandemic reducing traffic volumes to 5,654 vehicles.

## 12.2.5 Receiving Environment

The Subject Development is located within a rural setting in County Donegal approximately 8km southwest of the twin towns of Ballybofey and Stranorlar and approximately 12km northeast of Donegal Town. The Site borders Northern Ireland in the east. The surrounding land use predominantly comprises peat bogs, commercial forestry with limited residential use along local roads. Existing access is via the N15 road in the west of the Site and via a local road north of the Site. Traffic from and to the Site predominantly used the N15 main entrance.

## 12.2.6 Likely and Significant Effects and Associated Mitigation Measures

### 12.2.6.1 'Do-Nothing' Scenario

Under the Do-Nothing scenario, the 25 deviations that comprise the Subject Development would be removed and restored to the greatest extent practicable. The Meenbog Wind Farm would then be completed in accordance with the current planning permission (ABP Ref: PA05E.300460). This approach may lead to environmental effects due to the potentially extensive groundworks required to remove and restore the existing peat cells, portions of access roads, laybys, and hardstands, and peat containment berm. New access road sections and hardstands would then be constructed in the slightly different, and less optimal, locations shown on the permitted Meenbog Wind Farm plans. Unauthorised borrow pits would be backfilled to the greatest extent possible with spoil and peat and revegetated. Unauthorised peat cells would be dismantled, and the stored peat material would be removed from the site for disposal elsewhere.

The implementation of the 'Do-Nothing' Scenario would likely result in greater effects on traffic and transport as it would require the export of peat and spoil material for disposal elsewhere.

### 12.2.6.2 Construction Phase: Traffic Volumes

#### Identification of Effect

There was no additional traffic generated due to the construction phase of the Subject Development. The Subject Development did not alter the findings of the EIAR which accompanied the planning application for the Permitted Development nor were additional mitigation measures required beyond those set out in the Traffic Management Plan attached to the CEMP for the Meenbog Windfarm (Appendix 3-2). The Subject Development had no effect on traffic volumes during the construction phase.

The EIAR for the Meenbog Windfarm found that during the 363 days estimated for site preparation and ground works, including the grid connection cabling works, when deliveries to the site would take place, the effect on the surrounding road network would be negative, resulting in an increase in traffic levels of 1.2% on the N15 adjacent to the site. The effect would be temporary, lasting for 363 days, and would be slight. It was determined that the N15 will operate within operational capacity for all days within the construction period.

### Mitigation Measures

A detailed Traffic Management Plan (TMP) was prepared and incorporated in the CEMP for the Meenbog Windfarm which is included as Appendix 3-2 of this rEIAR.

### Residual Effect

There were no residual effects directly relating to the Subject Development. When considered in combination with concurrent construction activities associated with the Permitted Development the residual effects on traffic and transport were temporary, slight, and netative.

### Significance of Effect

There were no significant effects on Traffic and Transport.

#### 12.2.6.3 Operational Phase: Traffic and Transport

There will be no additional traffic generated by the Subject Development during the Operation Phase and there will therefore be no effect on Traffic and Transport directly relating to the Subject Development.

The EIAR for the Meenbog Windfarm found that during the operational phase the effect of the Meenbog Windfarm on the surrounding local highway network will be negative and long term, but will be imperceptible given that there will be only 2 staff members on site, resulting in typically 2 visits to the site on any one day made by a car or light goods vehicle. There will also be low volumes of amenity traffic generated by the site. The Subject Development does not alter this finding and therefore there will be no significant effects on Traffic and Transport during the operational phase.

#### 12.2.7 Decommissioning Phase

Following the 30-year life span of the Meenbog Windfarm, if it is decided that the Meenbog Windfarm will be decommissioned, no additional traffic other than that assessed in the EIAR of the Permitted Development is expected to occur due to the Subject Development. A Decommissioning Management Plan will be prepared in this case, which would include the Subject Development as a passive element of the Meenbog Windfarm in its scope.

## 12.3 Other Material Assets

This section of the rEIAR assesses the likely significant effects of the Subject Development on other material assets such as built services, aviation, telecommunications, and waste management.

### 12.3.1 Introduction

The purpose of this section of the rEIAR is to determine the potential for impact on material assets such as aviation, telecommunications, electricity, gas networks, water supply, and waste management by the Subject Development during the construction, operation and decommissioning phase and to determine the residual effects once mitigation, where required, has been implemented.

### 12.3.2 Methodology

The methodology for this assessment includes:

- Legislation and guidance review;
- Scoping exercise with stakeholders;
- Desk study, including review of available maps and published information, followed by mapping of constraints;
- Impact Assessment.

Consultation with all statutory consultees, bodies with environmental responsibility and other interested parties is detailed in Chapter 2 of this rEIAR. Scoping was undertaken in line with section 3.3 ‘Scoping’ of EPA, 2022.

### 12.3.3 Legislation and Guidance

General Guidance used for the preparation of the rEIAR is available in Chapter 1 Introduction. This section has been carried out in accordance with the ‘EIA Directive’ as amended by Directive 2014/52/EU and having regard, where relevant, to guidance and policy documents listed below and in Chapter 1 of the rEIAR:

- Donegal County Development Plan 2018-2024 (As varied);
- Draft Donegal County Council Development Plan (2024-2030)
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports’ (EPA, 2022);
- Department of Environment, Heritage and Local Government (2006) Wind Energy Development Guidelines for Planning Authorities “2006 WEDGs”;
- Department of the Environment, Heritage and Local Government (2019) Draft Revised Wind Energy Development Guidelines for Planning Authorities “2019 Draft WEDGs”;
- Irish Wind Energy Association (2012) Best Practice Guidelines for the Irish Wind Energy Industry;
- ESB Networks (2019) Code of Practice for Avoiding Danger from Overhead Electricity Lines;
- ESB (2017) EMF & You: Information about Electric & Magnetic Fields and the electricity network in Ireland;

### 12.3.4 Scoping Exercise

A full description of the scoping and consultation exercise is provided in Chapter 2 of this rEIAR. A scoping and consultation exercise conducted with relevant stakeholders has informed the following assessment of likely significant effects on material assets which uses the standard methodology and classification of impacts as presented in Chapter 1 of this rEIAR. The responses received to date relevant

to this section are summarised below. A full description of the scoping and consultation exercise is provided in Chapter 2 of this rEiAR.

#### 12.3.4.1 Utilities

##### Uisce Eireann

A scoping request was sent to Uisce Eireann (formerly known as Irish Water) on the 19<sup>th</sup> January 2024. A response was received the 19<sup>th</sup> January 2024 stating that they do not have the capacity to comment on individual projects, but general aspects of Water Services should be considered in the EIA where relevant. Some of the items to consider are listed below. Please see Chapter 2 for a full list of Irish Water comments. It should be noted that the Subject Development does not intend to connect into Irish Water assets.

- Ensure that there will be no negative impact to Irish Waters Drinking Water Source(s) during the construction and operational phases of the development. Hydrological/hydrogeological pathways between the applicant's site and receiving waters should be identified as part of the report.
- Where the development proposes the backfilling of materials, the applicant is required to include a waste sampling strategy to ensure the material is inert.
- Mitigations should be proposed for any potential negative impacts on any water source(s) which may be in proximity and included in the environmental management plan and incident response.
- Any and all potential impacts on the nearby reservoir as public water supply water source(s) are assessed, including any impact on hydrogeology and any groundwater/surface water interactions
- If a development requires a connection to either a public water supply or sewage collection system, the developer is advised to submit a Pre-Connection Enquiry (PCE) enquiry to Irish Water to determine the feasibility of connection to the Irish Water network.
- The applicant shall identify any upgrading of water services infrastructure that would be required to accommodate the development.
- In relation to a development that would discharge trade effluent—any upstream treatment or attenuation of discharges required prior to discharging to an Irish Water collection network.

##### Waterways Ireland

A scoping request was sent to Waterways Ireland on the 19<sup>th</sup> January 2024 and a response was received on the 22<sup>nd</sup> January 2024 stating that the Subject Development is not within any Zone of Influence of their waterways, and they will not be commenting.

#### 12.3.5 Baseline Environment

Large structures, such as wind turbines, have the potential to affect signal types used for communication and navigational systems, for example telecommunication tower-to-tower microwave communication links, and airborne and ground radar systems interfere with broadcast signals, by acting as a physical barrier or causing a degree of scattering to microwave links. The Subject Development comprises of low or below ground structures such as roads or borrow pits. Therefore, there was no potential for effects on broadcast communications, telecoms, or electromagnetic interference.

The Subject Development does not have the necessary height or size to interfere with telecommunications masts in the area. The Permitted Development was assessed for its effect on telecommunications. There are no airports or aerodromes located within or adjacent to the Site. The nearest licenced aerodrome is located at Ruskey, approx. 23.3km northeast of the Site. Thus, the Subject Development had no potential for impact on aviation.

Gas Networks Ireland (GNI) supply MKO their latest infrastructure data quarterly. The latest data share illustrating all GNI infrastructure up to and including September 2023 was provided to MKO in October 2023. The data indicates that there is no GNI infrastructure is located within or adjacent to the Site with the nearest infrastructure being approximately 28km to the west of the Subject Development farm footprint. Thus there was no potential for impact on gas infrastructure.

Therefore, the Subject Development could have the potential to impact the following infrastructure:

- > Electricity Infrastructure and Supply
- > Water Infrastructure and Supply
- > Waste Management Services

### 12.3.5.1 Electricity Infrastructure and Supply

There is an existing 110kV overhead line crossing the rEIAR Study Area. The 110kV link traverses the western portion of the rEIAR study area but does not intersect with the Subject Development at any point.

### 12.3.5.2 Water Infrastructure and Supply

There are no underground water or sewerage networks within the Site.

Regarding groundwater Resources, the Geographical Survey Ireland do not map the presence of any National Federation registered Group Water Schemes (GWS) or Public Water Schemes (PWS) or an associated Source Protection Area (SPA) within the Site or in the surrounding lands. A search of private well locations (accuracy of 1 - 50m only) was undertaken using the GSI well database ([www.gsi.ie](http://www.gsi.ie)). The GSI database does not record any wells in the vicinity of the Site. The closest mapped groundwater wells are located ~2km northeast of the Site and are reported as having a poor yield class.

Regarding Surface Water Quality, there are no mapped Drinking Water Protected Areas (DWPA) within or immediately downstream of the Site. The closest DWPA is Lough Mourne located upstream of the Site. However, Donegal Council abstract water from the Bunadaowen River within the Site and pump it to Lough Mourne Reservoir, ~1.7km to the north. In the Donegal Bay North Catchment, the Eske\_020 SWB upstream of Donegal Town and downstream of Lough Eske is listed as a DWPA.

### 12.3.5.3 Waste Management Services

There are no EPA-licensed or local authority-authorised waste facilities or activities located within the Site. The nearest licensed waste facility to the Site is Ballynacarrick Landfill Site, located approximately 21 km to the southwest of the Site.

## 12.3.6 Likely Significant Effects and Associated Mitigation Measures

### 12.3.7 'Do-Nothing' Scenario

Under the Do-Nothing scenario, the 25 deviations that comprise the Subject Development would be removed and restored to the greatest extent practicable. The Meenbog Wind Farm would then be completed in accordance with the current planning permission (ABP Ref: PA05E.300460). This approach may lead to environmental effects due to the potentially extensive groundworks required to remove and restore the existing peat cells, portions of access roads, laybys, and hardstands, and peat containment berm. New access road sections and hardstands would then be constructed in the slightly different, and less optimal, locations shown on the permitted Meenbog Wind Farm plans. Unauthorised borrow pits would be backfilled to the greatest extent possible with spoil and peat and revegetated. Unauthorised peat cells would be dismantled, and the stored peat material would be removed from the site for disposal



elsewhere. The implementation of the 'Do-Nothing' Scenario would have the potential for effects on material assets associated with additional construction phase activities required to remove and restore the deviations.

## 12.3.8 Construction Phase

### 12.3.8.1 Electricity Infrastructure and Supply

There are existing overhead and underground electricity cables and other services present on the Site and in the vicinity of the Site, the damage of which has the potential to result in serious injury or death and loss of service. Should this occur it could result in a short-term potential significant negative effect.

#### Mitigation Measures

Specific measures were applied during the construction phase to mitigate any impact on electricity. These mitigation measures are set out in the CEMP (Appendix 3-2) and below:

- Any area where excavations are planned will be surveyed and all existing services will be identified prior to commencement of any works.
- Liaison will be had with the relevant sections of the Local Authority including all the relevant area engineers to ensure all services are identified.
- Excavation permits will be completed, and all plant operators and general operatives will be inducted and informed as to the location of any services.
- The contractor must comply with and standard construction codes of practice in relation to working around electricity, gas, water, sewage and telecommunications networks.

#### Residual Effects

Following the implementation of the above mitigation measures, there was no effect on electricity infrastructure and supply. There were no reportable incidents involving electricity infrastructure and supply.

#### Significance of Effects

There were no significant effects on electricity infrastructure and supply

### 12.3.8.2 Water Infrastructure and Supply

Elements of the Subject Development that could have effected water infrastructure and supply were not located near any existing water supply or waste infrastructure. The Subject Development is not located in the vicinity of the Donegal County Council pumping station on the Bunadaowen River, or the associated water pipeline. Therefore, the Subject Development had no effect on water supply and infrastructure.

### 12.3.8.3 Waste Management Services

#### Identification of Impact

There are no EPA-licensed or local authority-authorised waste facilities or activities located within the Site boundary. A small amount of additional waste was generated from construction activities associated with the Subject Development. Waste generated included general construction waste, packaging materials, and mixed municipal waste from site welfare facilities. This waste material was transferred to a licensed /permitted Materials Recovery Facility (MRF) by a fully licensed waste contractor where the waste was sorted into individual waste streams for recycling, recovery or disposal. The MRF facility was local to the

Site to reduce the emissions associated with vehicle movements. The nearest licensed waste facility to the Site is Ballynacarrick Landfill Site, located approximately 22.5 km to the south of the Site.

The construction phase gave rise to very limited amounts of hazardous wastes such as oil, diesel fuel, chemicals, paints, preservatives etc, as well as mixed municipal waste. Packaging, cables, cardboard. This was a short-term negative imperceptible impact on waste management facilities.

### Mitigation Measures

The CEMP of the Meenbog Windfarm, Appendix 3-2 of this rEIAR, included a Waste Management Plan (WMP) which outlines the best practice procedures during the construction and decommissioning phases of the project. The construction of the Subject Development followed all relevant procedures and mitigation measures set out in this CEMP.

Waste management was carried out in accordance with *'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects'* (2006) by the Department of Environment, the most up-to date document at the time of the EIAR of the Permitted Development. WMP outlines the methods of waste prevention and minimisation by recycling, recovery and reuse at each stage of construction of the Subject Development. Disposal of waste was seen as a last resort.

All hazardous wastes were stored in banded containers/areas before being collected by an authorised waste contractor and brought to an EPA licensed waste facility. Hazardous wastes were kept separate from non-hazardous wastes that contamination did not occur. Please see the CEMP for best practise measures to prevent the creation of waste materials.

All non-hazardous waste generated on-site by the Subject Development was contained in waste skips at a waste storage area on-site. This waste storage area was kept tidy with skips clearly labelled to indicate the allowable material to be disposed of therein.

The waste volumes generated on-site from the Subject Development were not large enough to warrant source segregation at the Site. Therefore, all waste streams generated on-site were deposited into a single waste skip. This waste material was transferred to a Materials Recovery Facility (MRF) by a fully licensed waste contractor where the waste was sorted into individual waste streams for recycling, recovery or disposal.

Site personnel was instructed at induction that under no circumstances can waste be brought to Site for disposal in the on-site waste skip. It was also made clear that the burning of waste material on-site was forbidden.

### Residual Impact

The residual effect of the construction phase activities for the Subject Development had a Short-term Imperceptible Negative effect on waste management services.

### Significance of Effects

There was an Imperceptible effect on waste management services from the Subject Development during the construction phase.

### 12.3.9 Operational Phase

The Subject Development will become a passive Part of the Permitted Development and no further effects are anticipated in this phase. There will be no operational phase effects or associated effects on built services and waste management associated with the Subject Development.

### 12.3.10 Decommissioning Phase

The Subject Development will become a passive Part of the Permitted Development and no further effects are anticipated in this phase. There will be no decommissioning phase effects or associated effects on built services and waste management associated with the Subject Development.

## 12.4 Cumulative and in Combination Effects

The potential for impact between the Subject Development, the Permitted Development, the November 2020 Peatslide and associated remediation works, and other projects has been carried out with the purpose of identifying what effects on material assets the Subject Development had during the construction phase and will have on the surrounding environment when considered cumulatively and in combination with other projects as set out in Chapter 2 of this rEIAR. Please see Section 2.7 of Chapter 2 for cumulative assessment methodology.

The Subject Development had no effect on aviation, telecommunications, utilities, or other built infrastructure in the construction phase and will have no effect in the post-construction phase. Therefore, there is no potential for cumulative effects when considered in-combination with other projects and landuses.

The Subject Development had an imperceptible effect on Waste Management Services in the construction phase. When considered in combination with the Permitted Development, and other developments and landuses listed in Appendix 2-1, the Subject Development did not result significant cumulative effect on Material Assets .