

APPENDIX G

Table 3.1, Table 3.2 and Table 3.3 of the *Preferred Project Solution Report* which show examples of how issues and modification requests related to potential modifications to the line route

Table 3.1 Issue/Suggested Modifications – Affecting the Overall Line Design

Issue/Suggested for Modification	Locations	Submission Modification	Reference/Rationale for	Summary Findings of Assessment
This affects the majority of towers	Article 10 considerations	10	Re-evaluation process (ecology); consultation with prescribed body (NPWS)	<p>The line design has been modified to minimise potential impact on sites of potential ecological importance (including hedgerows and wetlands). This has been achieved by siting towers away from sites of potential ecological importance (including hedgerows and wetlands) and into adjoining fields.</p> <p>The majority of the line design for the North-South 400 kV Interconnection Development occurs across fields, comprising improved/managed farmland – a modified habitat where the ecological sensitivity is low.</p> <p>Outcome: Modification incorporated as part of Preferred Project Solution.</p>
This affects several towers	Separation distances to dwellings	to	Re-evaluation process (amenity)	<p>The line design has been modified in several locations to maximise the lateral clearance from the centre of the proposed line route to the nearest point of dwellings.</p> <p>Outcome: Modification incorporated as part of Preferred Project Solution.</p>

Table 3.2 Issue/Suggested Modifications – Affecting the Line Design in the CMSA

<p>Issue / Suggested Locations for Modification</p> <p>Note: tower numbers have been revised. Both are indicated for clarity</p>	<p>Submission Reference / Rationale for Modification</p>	<p>Summary Findings of Assessment</p>
<p>This affects several towers and line straights at various locations.</p>	<p>Drumlin locations throughout County Monaghan</p>	<p>Monaghan County Council in a submission in relation to the 2009 application prepared a tower by tower assessment of the line from an environmental perspective. The general conclusion was that they were querying why towers were at specific locations, particularly where they crossed higher drumlins.</p>
<p>The submission by Monaghan County Council has been reviewed in detail. In general, in siting towers within the landscape of County Monaghan, EirGrid has sought to (a) achieve a balance between technical and environmental constraints having particular regard to landscape issues and (b) minimise the number of structures.</p> <p>The CMSA is dominated by a drumlin landscape and any route corridor options and overhead line routes in this area will encounter this type of landscape. In the CMSA, towers are often placed on drumlins, more typically on the lower slopes, as a result of the routing conflicts that arise primarily as a result of seeking to maximise the distance from residential dwellings and occasionally to avoid small lakes.</p> <p>For example, this type of routing conflict occurs in the vicinity of Lough Egish between towers 157 and 166. More elevated drumlins occur in the townland of Brackly and Tullynahinnera with a contour height of approximately 225m. The line is routed on the lower slopes of drumlins in this area to avoid Lough Egish, the associated scenic route / viewpoint and Boraghy lake and the drumlin in the townland of Cooltrimegish which has a contour height of 205m.</p> <p>Whilst it would be possible to put towers on lower slopes, this would require a significant number of additional angle structures and increase the potential environmental impacts. Given the objective of minimising environmental impacts it is considered that the current design represents an appropriate balance between technical design and environmental issues.</p> <p>Further amendments would create additional environmental impacts and are not being proposed.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>		

Issue / Suggested Locations for Modification		Submission Reference / Rationale for Modification	Summary Findings of Assessment
<p>Note: tower numbers have been revised. Both are indicated for clarity</p>			
<p>2009: 111-125 2013: 103-117</p>	<p>Lemgare and Tassan Areas</p>	<p>Monaghan County Council; Feedback from Preliminary Re-evaluation Report.</p>	<p>The main issue in these particular cases is why the indicative route does not proceed in a straight line to where it meets the proposed NIE line at Lemgare and as a result passes through the Tassan and Derryhallagh areas.</p> <p>The main routing constraints in this area relate to dispersed rural housing, the identified site associated with the Battle of Clontibret and the area of higher ground in the Crossmore area. Whilst the full extent of the area associated with the Battle of Clontibret is not defined or protected, there is an area identified west of Clontibret which has an information board and associated amenity area. Having regard to this, it is considered that this constitutes a focal point for the battle site as there are no other identified sites. In this context it was considered that the line should avoid this area. Additionally, the area to the north around Crossmore has a marginally higher underlying elevation than the Tassan and Derryhallagh areas. Routing the line in these areas takes advantage of the slightly lower topography.</p>
<p>2009: 99-118 2013: 110-131</p>	<p>Derryhallagh to Lemgare</p>	<p>Feedback from Preliminary Re-evaluation Report</p>	<p>As the line route in this area avoids potential impacts on a known cultural heritage/amenity area and minimises visual impacts in this area further amendments are not being proposed.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>
<p>2009: 107-110 2013: 119-123</p>	<p>Cashel Bog</p>	<p>Monaghan County Council. Feedback from 2009 application.</p>	<p>In County Monaghan, peatlands and fens were, in previous years, frequently found throughout the county. Over time these features became either worked out or drained resulting in their loss. As a result, there are a small number of remaining bogs and fens in the county. These are identified in the Monaghan Fen survey 2008.</p> <p>Whilst not formally designated for protection in a National context, Cashel Bog is identified as having the characteristics of a pNHA. It would be possible to span the most sensitive part of the bog area but to do so, it would be necessary to locate a tower within the less sensitive area of the bog. Based on its ecological characteristics, and also having regard to residential constraints, the line route in this area has been amended to locate the line outside the bog.</p> <p>Outcome: The line has been diverted around the bog area as part of Preferred Project Solution.</p>

Issue / Suggested Locations for Modification		Submission Reference / Rationale for Modification	Summary Findings of Assessment
<p>Note: tower numbers have been revised. Both are indicated for clarity</p>			
<p>2009: 15-18 2013: 216-219</p>	Corlea Bog	Monaghan County Council. Feedback from 2009 application.	<p>Corlea bog is a small remnant of bog which is traversed by the line, however no structures are proposed to be located within any area of the bog, therefore there are no potential impacts on the bog. Therefore no amendments are being proposed in this area.</p> <p>Outcome: No modification incorporated as part of the Preferred Project Solution.</p>
<p>2009: 80-90 2013: 140-150</p>	Doohamlet	<p>Feedback from Preliminary Re-evaluation Report (FS-16); re-evaluation process.</p> <p>Granting of planning permission in Nov 2011 for a dwelling in the townland of Terrygreeghan, which is in the general Doohamlet area.</p>	<p>The main issue arising in this case is that the line route is more visible in this area as it crosses several drumlins. The considerations and conflicting constraints in routing the line through a drumlin landscape have been set out previously, such conflicts arise in routing the line in the Doohamlet area.</p> <p>Appendix B of the Final Re-evaluation Report outlines reasons why the indicative line route alignment in this area is considered to be most appropriate.</p> <p>As a result of balancing routing conflicts, it was considered that altering the route in this area would result in additional structures and increased visibility, therefore no significant line design modification is being proposed in this area.</p> <p>However, since the previous application in 2009, planning permission has been granted for a dwelling in the townland of Terrygreeghan which is in the general area around Doohamlet. In order to maximise the distance to this permitted dwelling it is proposed to amend the line to incorporate localised diversion.</p> <p>Outcome: A modification has been incorporated as part of the Preferred Project Solution</p>
<p>2009: 69-74 2013: 156-161</p>	Scenic Viewpoint at Lough Egish	Monaghan County Councillors. Feedback from a submission to the Oral Hearing 2010	<p>The main issue arising in this case is that it was suggested that the proposed development would create visual impacts when seen from the scenic viewpoint at Lough Egish.</p> <p>The current line route does not interfere with views of Lough Egish from the designated scenic route which is named "Scenic Views of Lough Egish" as it is located at distance of over 0.5km from this route. Modifications are not therefore considered necessary in this area.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>

Issue / Suggested Locations for Modification		Submission Reference / Rationale for Modification	Summary Findings of Assessment
<p>Note: tower numbers have been revised. Both are indicated for clarity</p>			
<p>2009: 70-74 2013: 156-160</p>	<p>Townland of Brackley (by Cremorne) semi natural wetland complex (Tower 72)</p>	<p>Re-evaluation process (ecology)</p>	<p>As set out above in relation to Cashel Bog the semi-natural wetland is considered to be of ecological significance. Similarly, whilst it would be possible to span the most sensitive part of the wetland area it would be necessary to locate a tower within the less sensitive area. Based on its ecological characteristics the line route in this area has been amended to locate the line outside the wetland area.</p> <p>Outcome: A modification has been incorporated as part of the Preferred Project Solution</p>
<p>2009: 10-17 2013: 217-224</p>	<p>Lough an Leagh</p>	<p>Cavan County Council. Feedback from 2009 application.</p>	<p>The CCC submission requested that consideration be given to undergrounding in this area, having regard to the number of lines and the proposed substation.</p> <p>The scenic view point referred to in the submission, Lough an Leagh is approximately 2km west of the line route. It is an elevated area with extensive panoramic views. The visual assessment indicates that visibility of the line from this location would be confined long distance views of the upper portions of some towers, these would be difficult to discern against the background landscape. There is therefore no strong justification for undergrounding in the vicinity of Lough an Leagh.</p> <p>Outcome: No modification has been incorporated as part of Preferred Project Solution. A photomontage from this viewing point shall be included in the EIS.</p>
<p>2009: 15-22 2013: 212-219</p>	<p>Muff Cross Roads/Muff Fair</p>	<p>Cavan County Council; Dr Ciaran Parker. Feedback from 2009 application.</p>	<p>The location of Muff Fair, whilst of historical significance, is not designated for protection as there are no significant features of cultural heritage in this area. Notwithstanding this potential alternative options in this area were reviewed. Any alternative route would require additional structures. As dispersed residential dwellings are a significant constraint in this area, additional structures would make the line more visible in this area. Therefore no amendments are being proposed in this area.</p> <p>Outcome: No modification has been incorporated as part of Preferred Project Solution.</p>

Table 3.3 Issue/Suggested Modifications – Affecting the Line Design in the MSA

Issue / Suggested Locations for Modification		Submission Reference / Rationale for Modification	Review
<p>Note: tower numbers have been revised. Both are indicated for clarity.</p>			
<p>2009: T.130 – 135 2013: T. 270 – 265</p>	Brittas Estate	Meath County Council. Feedback from 2009 application.	<p>Realignment options have been investigated in proximity to Brittas Estate in order to reduce the impact on this demesne.</p> <p>On balance given the achievement of the slightly reduced impact on the setting of the designed landscape, parkland and setting of Brittas House and reduced potential ecological impacts, it is recommended that a modification is made to the line design and be incorporated in the Preferred Line Route.</p> <p>Outcome: Modification incorporated as part of Preferred Project Solution.</p>
<p>2009: T. 135 – 144 2013: T. 265 – T. 256</p>	Whitewood House	Meath County Council; Irish Georgian Society. Feedback from 2009 application.	<p>Potential alternative options in this area were reviewed. However, if the line route is moved further to the west, it will impact on the setting of Cruicetown National Monument and Cruicetown House and demesne landscape. Any move to the east would result in a major rerouting in order to avoid Whitewood Lough, demesne and Nobber town.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>
<p>2009: T. 90 – 97 2013: T. 310 – 303</p>	Teltown	Meath County Council. Feedback from 2009 application.	<p>The DAU stated that the archaeological landscape is not currently referred to or protected in Irish legislation and current National Monuments Legislation does not allow for the protection of landscapes. Therefore the Zone of Archaeological Amenity (ZAA) at Teltown has no legislative basis. Whilst the Teltown area was therefore not included in the RMP, individual sites within the area are however included.</p> <p>These individual sites have been considered in the preferred line design and will continue to be a consideration in the formulation of the EIS. There will also be ongoing consultation with the DAU on this matter in advance of finalising the EIS.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>

Issue / Suggested Locations for Modification		Submission Reference / Rationale for Modification	Review
<p>Note: tower numbers have been revised. Both are indicated for clarity.</p>			
<p>2009: T. 88</p> <p>2013: T. 312</p>	Boyne Valley Drive	Failte Ireland. Feedback from 2009 application.	<p>Potential alternative options in this area were reviewed. However, there are other constraints in this area e.g., Trim Airfield and new planning applications for dwellings.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>
<p>2009: T. 45A – 47</p> <p>2013: T. 357 -354</p>	River Blackwater Valley	Meath County Council. Feedback from 2009 application.	<p>The River Boyne and Blackwater are crossed at two locations by the preferred line route. Other possible route corridors (1 and 2) cross the River Boyne and Blackwater at three separate locations.</p> <p>A Screening for Appropriate Assessment Report was completed for the previous application. This Report confirmed that the proposed development would not adversely affect the integrity of the River Boyne & Blackwater SAC.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>
<p>2009: T. 58 & T. 59</p> <p>2013: T. 343 -341</p>	Dunderry	Feedback from 2009 application.	<p>This change was considered in light of the amenity value of the area and in particular that of the Shamanic Healing Centre. This change is technically possible and balances the impacts on the demesne landscape, the energy healing centre, the impacts on Dunderry Village, views from the public roads and the graveyard.</p> <p>Outcome: Modification incorporated as part of Preferred Project Solution.</p>
<p>2009: T.45 – 51</p> <p>2013: T. 358 – 350</p>	Bective Abbey	Meath County Council and Failte Ireland. Feedback from 2009 application.	<p>Potential alternative options in this area were reviewed. However, they are constrained as any movement to the east would impact the Draft Tara Skyrne LCA and any movement to the west is constrained by Trim Airfield.</p> <p>In addition the River Boyne and River Blackwater cSAC also required consideration and towers have been located in this area to minimise the impact on the cSAC.</p> <p>Outcome: No modification incorporated as part of Preferred Project Solution.</p>

