

## 4 HUMAN BEINGS – TOURISM AND AMENITY

### 4.1 INTRODUCTION

- 1 This chapter presents an evaluation of the proposed development as set out in Chapter 6, **Volume 3B** of the Environmental Impact Statement (EIS), in relation to tourism and amenity considerations. The information contained within this chapter is concerned with tourism and amenity in the Cavan Monaghan Study Area (CMSA) as defined in Chapter 5, **Volume 3B** of the EIS. It should be read in conjunction with other chapters of this volume of the EIS, particularly **Chapter 2** for a full understanding of the potential for population and economic impacts associated with the proposed development.
- 2 Chapter 6, **Volume 3B** of the EIS describes the full nature and extent of the proposed development, including elements of the overhead line (OHL) design and the towers. It provides a factual description, on a section by section basis, of the entire line route. The proposed line route is described in that chapter, using townlands and tower numbers as a reference. The principal construction works proposed as part of the proposed development are set out in Chapter 7, **Volume 3B** of the EIS.

### 4.2 METHODOLOGY

#### 4.2.1 Scope of the Evaluation

- 3 This chapter of the EIS has been prepared in accordance with relevant EU and Irish legislation and guidance, including the requirements of Annex IV of the EIA Directive and in accordance with Schedule 6 of the *Planning and Development Regulations, 2001* (as amended) and conforms to the relevant requirements as specified therein. The scope of the evaluation is based on a review of legislation, guidance documents, other EISs, feedback from public consultation, consultation with prescribed authorities, consultation with An Bord Pleanála (the Board), and on a consideration of the likelihood for significant impacts arising, having regard to the nature of the receiving environment and the nature and extent of the proposed development.
- 4 The scoping opinion received from the Board (refer to Appendix 1.3, **Volume 3B Appendices** of the EIS) identified the following tourism and amenity related considerations as being relevant to this chapter of the EIS:
  - Fáilte Ireland as a prescribed body has stated that, from a preliminary analysis of the *Preferred Project Solution Report (PPSR)* (July 2013) (refer to Appendix 1.2, **Volume 3B Appendices** of the EIS), it considers that the main tourism asset in the vicinity of the

proposed development in the CMSA is the Monaghan Way. It is further submitted that additional tourism amenities and assets in the area which may be potentially impacted upon should also be identified and this identification can be undertaken in consultation with Fáilte Ireland by reviewing data from their Tourism Content System (TCS).

- Monaghan County Council has stated that it has nothing to add to the elements identified in Chapter 6 (Matters to be addressed in the EIS) of the PPSR. It is considered that the issues raised in the submission from Fáilte Ireland broadly reflect tourism related issues raised previously by Monaghan County Council during pre-planning consultations.
- Cavan County Council advised that Lough an Leagh and Muff crossroads should be considered in the visual appraisal.

5 This chapter concentrates on the tourism and amenity aspects of the existing environment and the potential for impacts on the tourism and amenity value of the area as a result of the proposed development in counties Monaghan and Cavan.

6 In reaching conclusions in this evaluation, consideration has been given to those locations and activities that are identified in publications and which have been identified during the public consultation process as well as through site visits to the CMSA. The purpose of the evaluation is to identify those impacts that are likely to be significant and to propose mitigation measures where feasible and necessary.

7 An evaluation of other economic activities and employment in the CMSA is described in **Chapter 2** of this volume of the EIS.

8 Indirect temporary impacts to tourism locations may occur during the construction phase arising mainly from visibility of construction activities and temporary traffic disruptions. These potential impacts have been evaluated and mitigation measures, where required, are outlined in **Chapters 11** and **13** of this volume of the EIS. Impacts from maintenance traffic during operation will be negligible and further consideration of these impacts with regard to tourism locations has therefore been scoped out of this evaluation.

9 The evaluation primarily concentrates on the preferred corridor as identified in the *Final Re-evaluation Report (FRR)* (April 2013) (refer to Appendix 1.1, **Volume 3B Appendices** of the EIS) within which the proposed OHL is situated but it does take account of the wider environment outside of this corridor in an area within at least 5km from the outer edge of the corridor.

## 4.2.2 Information Sources

10 The information sources used to prepare this chapter include the following:

- Tourism information published by Fáilte Ireland;
- *Guidelines on the treatment of tourism in an EIS*, provided by Fáilte Ireland as part of their submission to the Board, referred to in **Section 4.2.1**;
- Tourism information published by the Northern Ireland Tourist Board (NITB);
- Local tourism information publications and websites including Monaghan Tourism ([www.monaghantourism.com](http://www.monaghantourism.com)), Cavan Tourism ([www.thisiscavan.ie](http://www.thisiscavan.ie)) and the Blackwater Region ([www.visitblackwaterregion.com](http://www.visitblackwaterregion.com));
- Other websites related to specific tourist attractions or facilities (e.g. Irish Trails for information about the Monaghan Way, Lough an Leagh Environmental Group website, local accommodation and attraction websites);
- National and Regional Development Plans;
- *Cavan County Development Plan 2014 – 2020*;
- *Monaghan County Development Plan 2013 – 2019*;
- Ordnance Survey Ireland (OSI) mapping and aerial photography;
- Information provided as a result of project consultation and scoping; and
- Site visits to the CMSA.

## 4.2.3 Fáilte Ireland Guidelines on the Treatment of Tourism in an EIS

11 Fáilte Ireland has developed these guidelines to facilitate its evaluation of projects on the potential for impacts on tourism and amenities and it is considered that these guidelines are the most appropriate evaluation methodology to use for this EIS. The guidelines differentiate between tourism projects and impacts of other projects affecting tourism (e.g. the quality of a destination or a tourism activity).

12 The guidelines suggest that in the area likely to be affected by the proposed development, the attributes of tourism, or the resources that sustain tourism, should be described under the headings of context, character, significance and sensitivity. They further note that the detailed description and analysis will usually be covered in the section dealing with the relevant

environmental topic – such as ‘*Landscape*’. Only the relevant findings as to the likely significance to, or effect on, tourism needs to be summarised in the tourism section.

13 In interpreting these guidelines, the following approach has been used:

- Characteristics of the Proposed Development: The nature and extent of the proposed development in terms of being a linear development;
- Existing Environment: This addresses the context, character, significance and sensitivity of the tourism assets of the area by providing a profile of the tourism base of the area;
- Potential Impacts: Consideration of the likely impacts to the tourism and amenity assets of the area as a result of the proposed development;
- Mitigation Measures: Description of mitigation measures; and
- Residual Impacts: Potential impacts following mitigation measures.

### **4.3 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT**

14 The proposed development primarily involves the erection of an overhead electricity line on lattice steel support structures. The types of issues which OHL developments of this nature typically raise in relation to this topic include; the potential for impacts on the attractiveness and amenity value of an area and the associated impact on tourist numbers and revenue to the area. In that regard, the evaluation considers the construction, operational and decommissioning phases of the proposed development.

### **4.4 EXISTING ENVIRONMENT**

#### **4.4.1 Description of Key Tourism Attractions and Amenities in the Area**

15 There are number of tourist attractions and amenities in counties Monaghan and Cavan, offering a variety of tourist experiences primarily based around the themes of culture, sightseeing, ecology and outdoor activities. While the majority of tourist attractions and amenities in proximity to the line route are located in County Monaghan, Lough an Leagh Gap and Mountain, which is located in County Cavan, lies approximately 2.1km to the west of the proposed development.

- 16 Figure 4.1, **Volume 3C Figures** of the EIS provides a detailed map of accommodation, attractions and activities focusing on those within 5km of the OHL. The material is sourced from information provided in October 2014 by Fáilte Ireland. It is representative of what Fáilte Ireland has in its Tourism Content System database at a point in time, and should not be construed as representing all tourism businesses in any particular area. It does not include, for example, tourism accommodation providers that are not registered with Fáilte Ireland. It is also representative of tourist attractions and activities in counties Monaghan, Cavan and Meath, as identified in publications compiled by the local tourist organisations, Monaghan Tourism and Cavan Tourism. The relevant tourist attractions and activities which are described in this EIS are confined to those main tourism assets that are proximate and relevant to the CMSA section of the proposed development.
- 17 From the information provided, the most significant visitor attractions identified by Fáilte Ireland in counties Cavan and Monaghan are as follows:
- Lough Muckno in County Monaghan (located approximately 6.6km east of the OHL);
  - The Monaghan Way (intersected by the OHL);
  - Lough an Leagh in County Cavan (located approximately 2.1km west of the OHL); and
  - Dun a Rí Forest Park in County Cavan (located approximately 3.8km east of the OHL).

#### **4.4.1.1 Lough Muckno (located approximately 6.6km east of the OHL)**

- 18 Fáilte Ireland and Monaghan Tourism have stated during consultations that they view Lough Muckno Forest Park as the most significant tourist attraction in County Monaghan. **Figure 4.2** shows a view of Lough Muckno.

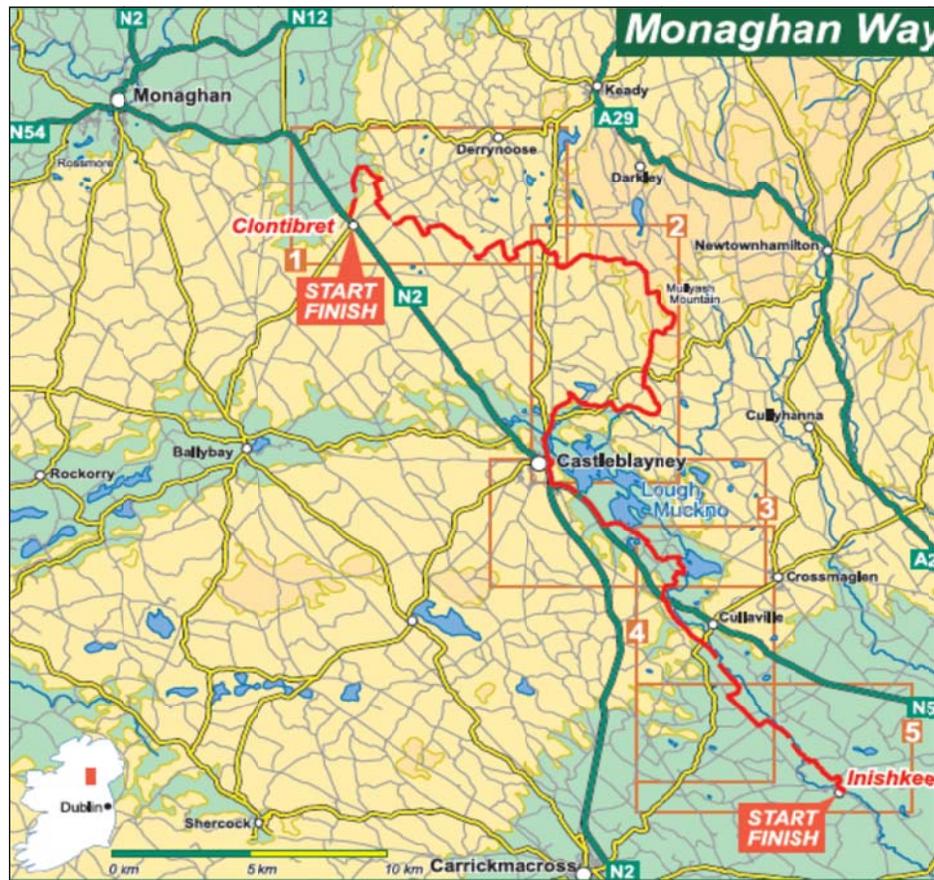


**Figure 4.2: View of Lough Muckno**

- 19 Lough Muckno Forest Park is designated as an area of primary amenity value in the *Monaghan County Development Plan 2013–2019* (the Monaghan CDP). It is Monaghan's largest lake and a significant amenity in the Monaghan and Armagh areas. It is located east of the N2, on the eastern boundary of Castleblayney town. The lake covers an area of approximately 325ha. There are a number of well-established fishing locations on the lake. Lough Muckno holds large stocks of fish including Bream, Rudd, Roach, Hybrids, Tench, Perch and Pike. Course angling, game angling and pike angling are popular tourist activities around the lake. The lake is a centre for water sports while the forest is an important recreational area for visitors. Hope Castle, a historic property, now used as a hotel, is located in the vicinity of Lough Muckno.
- 20 There are no statistics available for visitor numbers to Lough Muckno but it is recognised by the tourism agencies as one of the most significant attractions in Monaghan and South Armagh areas. It is identified by tourism agencies as a location with tourism development potential.

#### **4.4.1.2 The Monaghan Way (intersected by the OHL between Towers 109 and 110)**

- 21 The Monaghan Way is a 64km linear walking route that starts at Monaghan town and ends at the village of Iniskeen, which is the birthplace of poet and novelist Patrick Kavanagh. **Figure 4.3** shows an illustrative map of the Monaghan Way.



**Figure 4.3: Map of the Monaghan Way**

(Source: [www.irishtrails.ie](http://www.irishtrails.ie))

- 22 The northern section of the Monaghan Way, running south from the starting point, consists mainly of 44km of trail on side roads and approximately 9km on main roads, but there are some short woodland path and field sections. The remainder of the route passes through a variety of terrain, including side roads, short lakeside stretches, along the River Fane and along an old disused railway line. No visitor numbers are available for the Monaghan Way but it is listed as one of 44 national way marked walking trails in Ireland and has been identified by Fáilte Ireland as one of the main tourist assets in the study area.

#### 4.4.1.3 Lough an Leagh Mountain (located approximately 2.1km west of the OHL)

- 23 Lough an Leagh is identified in the *Cavan County Development Plan 2014–2020* (the Cavan CDP), as an area of high landscape and environmental value. It is situated in south-east Cavan between the towns of Bailieborough and Kingscourt, and covers an area of approximately 3km in length by up to 1km wide and rises to a height of 344 metres. As the highest point in south-east Cavan it is an important local tourist attraction, particularly on account of the extensive views in all directions. **Figure 4.4** shows the type of views available from Lough an Leagh.



**Figure 4.4: Views from Lough an Leagh**

24 It is also the location of a number of radio and communications masts due to its height. The surrounding upland areas are the locations of a number of wind farms which are visible from this area. Parking is available at the top of the mountain near the picnic area and Mass Rock, with a fairy fort located to the right of the mass rock. There are a number of walking trails and viewing points around Lough an Leagh. The area is used for hill walking, cycling and general recreation and is identified by Cavan Tourism as an attraction in the south-east Cavan area.

#### **4.4.1.4 Dun a Rí Forest Park (approximately 3.8km east of the OHL)**

25 Dun a Rí Forest Park, which lies approximately 1km north of Kingscourt, forms part of what was formerly the Cabra Estate. The woodland is owned by Coillte and it contains a variety of flora and fauna. There are a number of marked walks and trails in the park with accompanying visitor facilities.

#### **4.4.1.5 Towns and Villages**

26 The many smaller towns and villages around counties Monaghan and Cavan have a number of local attractions and amenities for the surrounding population. The following are those which are located in the CMSA in close proximity to the proposed development.

- Clontibret is a small village in north-east County Monaghan. It is associated with the larger site of a battle which was fought between Hugh O'Neill and the Marshal of Queen Elizabeth I Sir Henry Bagenal in 1595, referred to historically as the Battle of Clontibret.

There is a monument and information board which marks the battle site. The Wildlife Education Centre close to Clontibret provides a learning environment as well as a cafeteria and picnic facilities. **Chapter 14** of this volume of the EIS describes the history of the Battle of Clontibret in detail.

- Donaghmoynne, sign posted off the Carrickmacross to Castleblayney road, is the location of the Mannan Castle 18-hole Parkland Golf Course. The ruins of Mannan Castle, with its motte and bailey, are still visible.

#### **4.4.2 Description of Visitor and Recreational Activities and Events**

27 There are a number of visitor activities available in counties Cavan and Monaghan as indicated in Figure 4.1, **Volume 3C Figures** of the EIS and in local tourist publications. While many indoor activities are located in towns and villages, there are a variety of outdoor activities available at different locations throughout both counties. This section focuses on those outdoor activities which are proximate to proposed line route.

##### **4.4.2.1 Angling and Shooting**

28 Counties Monaghan and Cavan have many lakes, rivers and streams which are well renowned for angling of all types but particularly coarse angling. The main fishing lakes and rivers in the vicinity of the proposed development include loughs Muckno, Egish, Fea, Descart, Rahans, Creevy, Morne and their tributaries. There are a number of well-established angling centres in both counties and a variety of fishing venues which cater to the needs of all anglers. The main centres are Ballybay, Carrickmacross, Castleblayney, Clones and Monaghan but there are also a number of smaller towns and villages that are also used as bases for angling in the area.

29 There are a number of gun clubs throughout the both counties, many of which are associated with angling clubs. Lough Egish Rod and Gun Club is the largest club in the area where the proposed development is located. Clay pigeon shooting takes place at Mourne Clay pigeon shooting close to Lough Mourne.

##### **4.4.2.2 Equestrian**

30 There are a number of equestrian centres and stables throughout counties Monaghan and Cavan. Shenandoah Stables is located in close proximity to the proposed development. Additionally, equestrian activities and horse riding take place in many rural areas throughout the counties and are likely to occur in other areas in the general vicinity of the proposed development.

#### 4.4.2.3 Walking, Cycling and Other Recreational Activities

31 As previously stated the Monaghan Way is a waymarked trail which is located adjacent to the proposed development. In addition to this specific waymarked trail, walking, cycling, local gatherings and other recreational activities take place along quieter country roads and in settlements throughout the area. The nearest community recreational facilities which are located within 1km of the OHL are Drumhowan Geraldines GAA Club (located approximately 330m east of Tower 150).

#### 4.4.2.4 Muff Fair

32 This is a traditional horse fair which takes place on 12<sup>th</sup> of August every year. It is believed that it dates back to 1608 and possibly previously. Muff is a cross roads located approximately 3.8km west of Kingscourt, County Cavan. As a traditional horse fair, the main activity is trading horses and related activities. While no specific visitor numbers are available, it is apparent that the fair attracts many hundreds of visitors throughout the day on which it takes place.

#### 4.4.2.5 The Gathering 2013 and Other Events

33 Throughout 2013 Fáilte Ireland promoted a national tourism initiative referred to as the 'The Gathering'. Recently published figures by Fáilte Ireland for this initiative indicate that it has resulted in additional overseas visitors to the country and may provide a basis for future tourism growth.

34 There also are a number of other annual local festivals which take place in towns and villages in the study area.

#### 4.4.3 Description of Accommodation Providers

35 There are a wide variety of accommodation types throughout counties Cavan and Monaghan, with the majority of accommodation located in or on the outskirts of the main towns. Fáilte Ireland has provided details of all registered accommodation which has been mapped, see Figure 4.1, **Volume 3C Figures** of the EIS.

36 The nearest registered accommodation providers to the proposed development are Drumhowan Country House and Open Farm (located approximately 330m east of Tower 222) and Alices Loft, consisting of three self-catering cottages (located approximately 3km east of Tower 236). The Nuremore Hotel is located approximately 250m south-west of the temporary construction material storage yard and approximately 8.5km east of Tower 207.

#### 4.4.4 Value of Tourism to the Area

- 37 The value of overseas tourism for each county in Ireland is available from statistics published by Fáilte Ireland for the period 2012. The latest available figures for 2012 for Monaghan and Cavan are presented in the context of highest and lowest in **Table 4.1** in order to give an indication of the value of tourism to the area within a wider context.

**Table 4.1: Overseas Visitor Number and Value 2012**

County	Overseas Visitors ('000)	Associated Revenue (€m)
Cavan	80	22
Monaghan	46	11
Dublin (Highest)	3,641	1,267
Longford (Lowest)	20	6

(Source: www.failteireland.ie)

- 38 Figures for domestic tourism for each county are not available as statistics are only collected in relation to overseas visitors. However, the importance of domestic tourism is highlighted by the fact that Fáilte Ireland estimated that domestic visitors took almost nine million trips and generated expenditure of almost €1.7 billion in 2013.
- 39 In 2007, Monaghan Tourism published *An Audit of Tourism Development Opportunities in County Monaghan 2007 – 2013*, in which development opportunities were identified. Flagship projects include development of; the Ulster Canal, a canoe water sports centre on the Dromore River system, a regional outdoor recreational centre at Lough Muckno and an all weather activity / adventure centre. Beyond flagship projects other opportunities were identified around the following; the walking product, the soft adventure product, the equestrian product, the angling product, heritage, environment and other attractions, the arts and culture product and festivals and events.
- 40 Development of tourism and leisure is identified as an important area of diversification for agricultural enterprises in the Cavan and Monaghan CDPs. Tourist publications such as the *Lonely Planet Guidebook for Ireland 2010* comment on the attractiveness of the area, in terms of the “refreshing lack of tourists and the quieter pace of life”.
- 41 There are no flagship project locations proximate to the proposed development. Many of the other opportunities are centred on the further development of existing facilities. With the exception of the walking and the angling products, the majority of facilities identified for future development lie outside the area where the proposed development is located.

- 42 Despite the attractions that counties Cavan and Monaghan have to offer and good transport connections to Dublin and Northern Ireland, the number of visitors to the eastern part of Monaghan and south-east Cavan area is low by comparison with other counties in Ireland. County Monaghan has the second lowest number of visitors in the north-west region. In addition, revenue from these visitors is also low, in comparison with other counties. Notwithstanding the statistics published by Fáilte Ireland in terms of visitor numbers and revenue; tourism revenue is an important source of income to local areas where it is earned and is likely to become more important as rural tourism products develop in the future.

## 4.5 POTENTIAL IMPACTS

### 4.5.1 Do Nothing

- 43 Tourism and amenity development is likely to evolve and develop in line with national trends, the location of visitor attractions and amenities and with local strategies. Doing nothing will have no effect on tourism and amenity in the CMSA.

### 4.5.2 Construction Phase

- 44 Construction of the proposed development, including modifications to the existing 110 kV transmission OHLs, will be visible to tourists for the duration of the construction period, although as noted in Chapter 7, **Volume 3B** of the EIS, the linear nature of the proposed development will mean that the construction of the proposed development will be of short duration in any one locality. An outline Construction Environmental Management Plan (CEMP) is included in this EIS as part of Appendix 7.1, **Volume 3B Appendices** of the EIS. The visual impact of the proposed development during construction is addressed in **Chapter 11** of this volume of the EIS. This will be a temporary slight impact and will not have any significant long term impacts on tourism and amenity. There may be some periodic disruption along local roads in the area during construction but this will be managed in accordance with a traffic management plan as detailed in **Chapter 13** of this volume of the EIS.
- 45 The proposed construction material storage yard will be located between the L4700 and the N2. It is approximately 10m west of the eastern boundary of the Nuremore Hotel and Golfcourse complex, but is separated from it by the L4700, this is the only tourism feature in the vicinity of the yard, which is a temporary element of the proposed development. Potential impacts arising from the existence of and operations in the construction material storage yard are considered in the other chapters of this EIS (e.g. noise and traffic). Having regard to the nature of the activities which will take place at the yard and its proximity in relation to the Nuremore Hotel and Golfcourse complex and to the evaluations in other chapters of this EIS, negative impacts on

tourism and amenity are not anticipated arising from the proposed construction material storage yard.

#### 4.5.3 Operational Phase

- 46 The Fáilte Ireland guidelines advise that the predicted impacts section should describe the location, type, significance, magnitude / extent of the tourism activities or assets that are likely to be affected.
- 47 The key tourist assets identified by Fáilte Ireland in counties Cavan and Monaghan have been considered and the tourism profile of the area shows that the majority of visitor attractions and amenities are distant from the proposed development, including Lough Muckno located over 6.6km to the east and Dun na Rí Forest Park located over 3.8km to the east of the line route. Avoidance of the majority of the key tourism assets has been the objective during the route selection stage (refer to **Chapters 5 and 6, Volume 3B of this EIS**), thereby avoiding significant adverse impacts.
- 48 The context, character, significance and sensitivity of the tourism and amenity resource of the existing area have been described previously. The description concluded that the main tourism asset in the vicinity of the proposed development is the Monaghan Way. At a local level, Lough an Leigh Mountain, Dun a Rí Forest Park and the smaller towns and villages are also locations for tourist and visitor activities and amenities for the local population. The main activity which attracts tourists to the area where the project is located is angling, with other activities such as equestrian, walking, cycling, shooting and water sports attracting smaller numbers. These activities have the potential to be impacted by the proposed development.
- 49 While there are other tourist attractions and local amenities outside the key tourism assets, these are less sensitive to change when compared to the key assets. While tourism is important to particular areas of each county, overall visitor numbers to counties Monaghan and Cavan are relatively low by comparison with other counties in Ireland. Outside of significant tourist attractions tourism revenue can be an important source of income to local areas where it is earned, particularly in rural areas.
- 50 While there is future potential for the development of tourism in rural areas where the proposed development is located, this potential is generally based on further development of existing activities and products, such as angling, water based activities, walking and cycling. The landscape and land use of the area is an important factor in the development of tourism as it provides a setting for the activities which take place in the area.

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- 51 While the surrounding landscape is an important setting for activities, angling, which is a significant tourist activity throughout County Monaghan, is not likely to suffer significant adverse impacts, as the attractiveness of the area for this activity is more dependent on water quality and fish stocks. Appropriate route selection has avoided direct impacts on lakes and rivers by routing the line away from these areas. There could be potential for indirect impacts to angling at the construction phase of the project, if adequate mitigation measures are not implemented. The potential for water pollution has been addressed in **Chapter 8** of this volume of the EIS, where mitigation measures to address the potential impacts are described.
- 52 The proposed development will not directly inhibit any tourist and amenity activities along its route, however the reduction in the visual amenity of a local area may be perceived as reducing the attractiveness of an area used for tourist and amenity related activities. There will be a direct, though localised, visual impact over a short section of the Monaghan Way, as the line route will be intermittently visible from the walking route along approximately a 2km section. Views will generally be at distances from 0m to 400m, but longer distance intermittent views would be possible for distances up to 1.5km from the line. The line will be visible where it crosses the route between Towers 109 and 110. While the OHL will be visible from Lough an Leagh, the intervening distance (approximately 2.1km), as well as the landscape features and topographical profile, will reduce the potential for visual impacts. This is detailed in **Chapter 11** of this volume of the EIS. There are some angling lakes close to the proposed development, and other outdoor amenity areas and activities, including the Monaghan Way and the location of Muff Fair in close proximity to the location of the proposed development. While localised sections of the OHL will be visible from these areas, and there may be a reduction in the visual amenity of these areas, it is unlikely to prohibit activities continuing at these locations.
- 53 As the proposed development will pass through some areas of localised landscape and ecological sensitivity, in particular short sections of the Monaghan Way, close to the location of Muff Fair and close to Lough Morne, it may have slight to moderate indirect impacts on the attractiveness and associated tourism and amenity value of these and other areas. The degree to which the line route could potentially affect the ecological and visual amenities of these areas is evaluated in **Chapters 6 and 11** of this volume of the EIS.
- 54 As the most significant tourist accommodations, attractions and activities, as identified by Fáilte Ireland and local tourism agencies, are being avoided, with the exception of the Monaghan Way and activities can continue in the vicinity of the proposed development, it is reasonable to conclude that overall, there may be slight to moderate localised impacts on tourism and recreational amenities and associated economic activity arising directly as a result of the proposed development.

#### 4.5.4 Decommissioning

55 The proposed development will become a permanent part of the transmission infrastructure. The expected lifespan of the development is in the region of 50 to 80 years. This will be achieved by routine maintenance and replacement of hardware as required. There are no plans for the decommissioning of the OHL. In the event that part of, or the entire proposed infrastructure is to be decommissioned, all towers, equipment and material to be decommissioned will be removed off site and the land reinstated. Impacts would be expected to be less than during the construction phase and would be of short term duration.

#### 4.6 MITIGATION MEASURES

56 Route selection has been the main mitigation measure used to reduce the potential for adverse impacts on tourism and amenity as a result of the operation of the proposed development, and the potential for adverse impacts is classified as localised slight to moderate. Other than locating the line route to a different area, which may create more significant impacts in that area, no further mitigation measures can be employed. The route alternatives are considered in **Chapter 5 and 6, Volume 3B** of the EIS.

#### 4.7 RESIDUAL IMPACTS

57 Once the proposed development is operational, slight to moderate localised residual impacts on tourism and amenity may arise.

#### 4.8 INTERRELATIONSHIPS BETWEEN ENVIRONMENTAL FACTORS

58 This chapter should be read in conjunction with other chapters of this volume of the EIS including; **Chapter 2** Human Beings – Population and Economic, **Chapter 3** Human Beings – Land Use, **Chapter 6** Flora and Fauna and **Chapter 11** Landscape for a full understanding of the main interrelationships between these environmental topics.

59 The main potential interrelationships arise from the following:

- **Chapter 2** - Human Beings – Population and Economic – There may be a slight reduction in tourism spend and associated economic activity in the immediate areas where the proposed development will be located.
- **Chapter 11** - Landscape – The OHL will be visible from some short sections of the Monaghan Way. This may be perceived as reducing the attractiveness of this area for tourism and amenity purposes.

## **4.9 CONCLUSION**

- 60 Impacts to tourism and amenity will not be direct impacts, as no tourist sites will be physically impacted by the proposed development. Potential negative impacts on tourism and amenity are anticipated to be limited to indirect localised visual impacts on the landscape in close proximity to the OHL, primarily at a localised short section of the Monaghan Way.