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12 Community Amenity

12.1 Executive Summary

1. An assessment of the impact on community amenity has been undertaken through the identification of community facilities within 5km of the proposed Tyrone - Cavan Interconnector.
2. A garden centre will be oversailed in part by the proposed overhead line, which will have a temporary moderate adverse impact during construction. Beyond that there is a day nursery approximately 900m from the proposed Tyrone - Cavan Interconnector and a primary school approximately 700m away. Because of their distance, the significant impacts to residential, commercial and community facilities will be limited to the construction phase of the proposed Tyrone - Cavan Interconnector. This impact arises from temporary disruption to residential properties along some of the access tracks which use non-adopted roads. This will be a temporary major impact; however it will be limited to approximately 29 working days at each tower location, over the stages of the construction phase.
3. There are currently four planning permissions for chicken sheds where the area of the application for those sheds is directly under the proposed overhead line. If built in their approved location then there would be no impacts on two of the planning permissions for the proposed chicken sheds because the overhead line would not oversail the buildings and there will be no disruption to the operation of the proposed chicken sheds.
4. There would be a major adverse impact on planning permission M/2008/0143/F (if it can still lawfully be constructed as planning permission expired in May 2013) because Tower 22 is located within the planning application site for the shed. With the required safety clearance there would be a moderate adverse impact on planning permission O/2009/0807/F due to the location of the conductors over the buildings and the disruption during construction and the proximity of the overhead line to the buildings. These chicken sheds can be safely built and operated as long as the required safety clearance from the overhead line is adhered to (as per NIE policy document 6/025).

5. An assessment of the transportation of the transformers to the proposed Turleenan substation has been undertaken. This transportation will require three trips by a 20-axle transporter to transport each of the three 222 tonne transformers from Warrenpoint Port to Moy. This transportation will take up to seven hours per trip and will result in local traffic disruption because of temporary road closures and the slow moving traffic.
6. Mitigation measures and publicity of the transformer transportation will inform and help to minimise the disruption. The mitigation measures will include police escorts, appropriate signage of alternative routes and diversions, and undertaking works in daylight only. There are likely to be short-term moderate adverse impacts to road users in terms of disruption to journeys and to community amenities and businesses along the route in Moy with no long-term impacts on the completion of the transport.
7. As stated in the Statement of Case of the proposed Tyrone - Cavan Interconnector, PSRNI policy PSU 8 identifies the impact on existing communities as a consideration in assessing new infrastructure. The Consolidated ES Volume 2 Chapter 14 (summarised in Consolidated ES NTS section 6.11) and TR 12 deal with community issues. The CES has considered the impacts of the proposal against community facilities within 5km of the proposed line. A garden centre will be over-sailed, which will have moderate adverse impacts during construction and a day nursery located 900m from the line and a primary school 700m away (no significant effects). As stated in the Statement of Case, it is accepted there will be an effect on the community, but the degree of impact is limited and would not outweigh the overriding need for the proposal, of which the whole of Northern Ireland (including local communities themselves) will benefit.

12.2 About the Author(s)

8. The community amenity assessment of the proposed project was undertaken by Mr Fay Lagan, an Associate Director with AECOM.
9. Mr Lagan is a chartered environmentalist with a wide ranging experience in the environmental field. He has 15 years' experience in the delivery of environmental services for major infrastructure projects, including Environmental Impact Assessment (EIA). He is a graduate of Queen's University with a Masters in Applied Environmental Sciences. His principal experience is in the EIA of projects in the UK and Ireland in the

energy and highways sectors but has also worked on water sector developments and mixed use development projects.

10. Mr Con Curtin addresses separately the agricultural aspects (Land Use) for the project in Technical Report 13.
11. Mr Nathan Clarke and Mr Tim Robinson separately address the haulage route assessment for the project. This is covered in Technical Report 15. The community amenity impacts of the haulage route are dealt with in this technical report.

12.3 Policy and Guidance Informing Assessment

12. Policy and guidance information is contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (pages 530 - 531) and the Statement of Case that has been prepared for the proposed Tyrone – Cavan Interconnector.

12.4 Summary of Documents

13. This technical report summarises and incorporates by reference the content of the documents submitted in support of the planning applications for the proposed Tyrone - Cavan Interconnector in respect of community amenity. The relevant documents are:
 - Chapter 14 of the Consolidated ES (Volume 2, pages 526 - 549);
 - Figures supporting Chapter 14 of the Consolidated ES, contained in Volume 4 of the Consolidated ES at A3 size:
 - Figure 14.1 – Community Facilities Overview Map;
 - Figure 14.2 – Community Facilities Moy and Charlemont;
 - Figure 14.3 – Community Facilities Benburb & Blackwatertown;
 - Figure 14.4 – Community Facilities Tullysaran;
 - Figure 14.5 – Community Facilities Drumsallan;
 - Figure 14.6 – Community Facilities Killylea;
 - Figure 14.7 – Community Facilities Madden & Drumhillery;
 - Figure 14.8 – Community Facilities Derrynoose; and
 - Figure 14.9 – Recreational Routes.
 - Chapter 7 of the Consolidated ES Addendum (Volume 2, pages 87-96) and Appendix 7.1 (Haulage Route Assessment);
 - Cumulative Impact Assessment in in the Consolidated ES Addendum (Volume 2, pages 50 – 79); and

- Transboundary Impact Assessment in the Consolidated ES Addendum (Volume 2, pages 80 - 86).

14. This technical report must therefore be read in conjunction with the Consolidated ES and its Addendum, and not as a standalone document.
15. In a general sense all EIA documentation is interrelated and, particularly with respect to the interaction of impacts, all of the EIA documents are relevant. For clarity the documents the author considers to be the key documents are summarised in paragraph 14. The reader should form his or her own view on what documents within the Consolidated ES and its Addendum, are relevant, and key, to the topic under consideration.
16. In the interest of readability these documents are not reproduced in full in this technical report.

12.5 Scope of Assessment

17. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (page 528).
18. Residential, commercial and community facilities largely form the human and built environment can be impacted by several types of impacts. This assessment focuses on the impacts resulting from disruption due to construction and during the operational phase. The scope of this aspect of the assessment is based on disruption due to construction or operation in the form of physical land take, impacts due to temporary traffic measures and disruption to access. Other types of impacts to the same receptors are assessed in the relevant chapters of this ES, such as noise, landscape, visual and EMF impacts and the interactive effects of these impacts where disruption impacts from construction and operation are considered. Transboundary and cumulative impacts are summarised in Chapters 4 and 5 of the Consolidated ES Addendum.
19. For the purpose of this assessment, “community facilities”¹ have been identified. The community facilities included in this assessment were: schools, playgroups, residential care homes, churches, chapels, hospitals, doctors’ surgeries, health centres,

¹ Defined as facilities used by local communities for leisure and social purposes.

playgrounds, playing fields and other sporting facilities (including GAA pitches, soccer pitches, driving ranges, bowling greens, tennis courts and associated club houses etc.), sports centres, post offices, libraries, way marked walks, cycle routes, and other leisure routes (e.g. canoe trails).

20. Facilities such as gardens centres, public houses, restaurants, etc. can be considered as community facilities as while they are primarily run for profit they can also serve leisure and social purposes. Commercial community facilities have also been considered within the Socio-economics chapter of the Consolidated ES and it has been determined that there are no likely significant effects because of the distance from the proposed Tyrone – Cavan Interconnector or the scale of the impacts. However the garden centre that will be oversailed is an exception.
21. In terms of the haulage route assessment, the scope was to identify those receptors that could be significantly affected by the delivery of the transformers.
22. A review of all environmental aspects of the proposed development was undertaken by the Applicant and its specialist advisers. Following consultation with the Department for Infrastructure (then known as the Department for the Environment), the scoping process applicable to the proposed Tyrone - Cavan Interconnector was confirmed; the Department for Infrastructure provided a written opinion on the topics to be covered by the EIA of the proposed Tyrone - Cavan Interconnector. Consultations were subsequently undertaken with stakeholders on the basis of the scoping process.
23. Further details are provided in the Consolidated ES, Volume 2, Chapter 6 (Scoping and Consultation).

12.6 Consultation Responses

24. The pre-submission consultation for the assessment is presented in detail in the Consolidated ES Chapter 6 Scoping and Consultation (pages 151 - 156).
25. No specific comments were made in relation to community amenity by the consultees. The human environment was a key issue during the EIA scoping stage and impacts on landscape & visual, noise, air, agriculture and land use, cultural heritage are addressed in their relevant assessments.

12.7 Methodology and Surveys

26. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (pages 528 – 529) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (pages 90).
27. All community facilities within 5km from the centre line of the overhead line and the planning application boundaries for the substation were identified as baseline information. It has been determined that beyond 5km, vegetation, local variations in topography, inclement weather and lighting will shield or partially interrupt or obscure views of the proposed Tyrone - Cavan Interconnector. In addition, at distances of 5km or greater, the 25m to 54m tall tower structures are unlikely to be prominent features or become focal points within views due to reduced perceptibility. Therefore there are no potential impacts to any community facilities beyond 5km.
28. Within that study area, the community facilities within 2km were then identified. The refinement of the study area was undertaken as within 2km there is a slightly greater potential for impacts as a result of the proposed Tyrone - Cavan Interconnector and these were assessed as such.
29. Residential, commercial and community facilities were identified as part of a desktop study, consultation process and site visits.
30. For the haulage route assessment, data was collected on all community facilities along the route from Warrenpoint Port to Turleenan Substation (excluding residential buildings), and those distant from the route that the public /emergency services may wish to travel to or from and therefore potentially could be impacted by the transformer journey.

12.8 Assessment Overview

31. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (pages 526 – 549).
32. Impacts to residential, commercial or community facilities have been assessed. Disruption to existing services and direct impacts to extant planning permissions that

would affect or be affected by the proposed Tyrone - Cavan Interconnector have also been assessed.

33. The Community Amenity assessment includes impacts identified in other chapters within the Consolidated ES, including Chapter 7 EMF; Chapter 11 Noise; Chapter 13 Landscape and Visual, Chapter 15 Socio-Economics and Chapter 18 Transport - in addition, Chapter 5, 6 and 7 of the Consolidated ES Addendum.
34. The decommissioning of the proposed Tyrone – Cavan Interconnector is assessed in Chapter 1 of the Consolidated ES Addendum (page 5). The effects of decommissioning would be temporary and of a similar scale to or less than the construction phase, as described and assessed in the Consolidated ES. Similar mitigation measures as described for the construction stage in the Consolidated ES should be again implemented to ensure the minimisation or elimination of any environmental impacts.

12.9 Baseline Conditions

35. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (pages 531 – 538) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (pages 91-92).
36. There are 87 community facilities within 2km of the proposed substation. The closest to the proposed Tyrone - Cavan Interconnector is a garden centre, which is in part oversailed by the proposed overhead line.
37. There is a day nursery located at Gorestown Road, Moy located 900m from the proposed substation.
38. In total, there are nine primary schools and six playgroups within 2km of the proposed Tyrone - Cavan Interconnector. Of those, one is located within 1km – Drumhillery Primary School is located approximately 700m from the proposed Tyrone - Cavan Interconnector (See Figure 14.1 -14.8 of the Consolidated ES).
39. There are activities within the study area that are a community resource which are not confined to specific sites. These are road bowling, racing, angling, cycling, canoeing and walking routes.

40. The study area contains existing services such as low voltage electricity lines and telephone lines. The locations of these services have been obtained from their operators NIE and BT. It has been determined that the proposed Tyrone - Cavan Interconnector will cross low voltage electricity lines 18 times and 17 crossings of telephone lines, which will be undergrounded.
41. There are currently four planning permissions for chicken sheds where their planning application area is directly under the proposed overhead line. Of these four, only one chicken shed will be directly oversailed by the overhead line. For the other permissions, the area of the planning application boundary for the sheds will be oversailed, not the chicken sheds themselves.
42. For the haulage route assessment, there are 40 identified community facilities along the route from Warrenpoint Port to Turleenan Substation that the public /emergency services may wish to travel to or from and therefore potentially could be impacted by the transformers journey. In addition, various different commercial and community land uses are located along the route, in particular within the settlements along the route. The haulage route also includes sections of the Saint Patrick's Trail sign-posted Driving Route. In addition, various different commercial and community land uses are located along the route, in particular within the settlements along the route.

12.10 Assessment of Impacts Without Proposed Mitigation

43. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (page 547) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (page 96).
44. The significant impacts to residential, commercial and community facilities will be limited to the construction phase of the proposed Tyrone - Cavan Interconnector. There will be impacts arising from temporary disruption to residential properties along some of the access tracks which use non-adopted roads. These will be temporary major impacts; however they will be limited to approximately 29 working days at each tower location (phased over the construction period).

45. During construction, there will be some diversion to existing electricity and telephone lines, which may result in temporary interruptions.
46. A garden centre will be oversailed in part by the proposed overhead line, which will have a temporary moderate adverse impact during construction.
47. There are currently four planning permissions for chicken sheds in the vicinity of the proposed overhead line, where their planning application area is directly under the proposed overhead line. There would be imperceptible impacts on two of the planning permissions for the proposed chicken sheds (Planning Reference O/2009/0804/F and O/2009/0805/F) because the overhead line would not oversail the buildings. There would be a major adverse impact on planning permission M/2008/0143/F (if it can still lawfully be constructed as planning permission expired in May 2013) because Tower 22 is located within the planning application site for the sheds. With the required safety clearance there would be a moderate adverse impact on planning permission O/2009/0807/F due to the location of the conductors over the buildings and the disruption during construction and the proximity of the overhead line to the buildings. These chicken sheds can be safely built and operated as long as the required safety clearance from the overhead line is provided (as per NIE policy document 6/025).
48. There is the potential for impacts to roads used for road bowling, racing, angling, cycling, canoeing, walking routes and other activities during construction. In terms of mitigation, measures which are presented in Chapter 5 of the Consolidated ES and the Outline Construction Environmental Management Plan (Appendix 9.1, Consolidated ES Addendum, Volume 3) will be implemented to help minimise the impacts to residential, commercial and community facilities.
49. There will be no permanent land take from any residential or community facilities during the operational phase.
50. Regarding commercial facilities, the garden centre and proposed chicken sheds will be oversailed in part by the overhead line on a permanent basis during the operational phase. There will be no physical impacts below the line and normal operations are unlikely to be affected because of the height of the overhead line above ground level (minimum safety clearance from the line is required as per NIE guidelines).

51. In terms of the haulage route assessment, three transformers will be required and so three trips from Warrenpoint Port to Moy will be required. The load will require both lanes on single carriageway roads and two lanes on dual carriageways for the whole of the journey. In Newry and Armagh cities, it will require travelling contraflow to the normal traffic direction at a number of manoeuvring restrictive locations and also reversing manoeuvres at restrictive junctions. The maximum speed of the load is not expected to exceed 10 miles per hour. These conditions therefore indicate that there will be severe disruption during the transportation of the three transformers to the road network of the proposed route, those roads accessing to and from the proposed route, and the associated adjoining road network which may see additional traffic avoiding the proposed route.
52. The trips will be completed on a Sunday when there is less traffic in order to minimise disruption. There will be a requirement to change the specialist vehicles in Moy and this will require diversions around The Square in the centre of Moy. The potential residential, commercial and community amenity impacts of the transformer transport are:
- Traffic noise and vibration;
 - Disruption and driver delay;
 - Increased risk of accidents;
 - Pedestrian severance, intimidation and delay;
 - Visual effects; and
 - Loss of retail trade.

12.11 Proposed Mitigation

53. This is a summary of the information contained in the Consolidated ES, Chapter 14–Community Amenity and Land Use (pages 544 - 546).
54. There is the potential for impacts to roads used for road bowling, racing, and other activities involved by gun clubs during construction. It will be the role of contractors to leave the road in a good standard so that events could be held and to liaise with Ból Chumann na hÉireann (Irish Road Bowling Association) in relation to the timing of works around areas where events are to take place during the construction period. Access will be maintained along the angling, cycling, canoeing and walking routes and no mitigation

will be required. However, advance notification and signage will be employed to help users to be aware of the construction activities.

55. All general construction phase mitigation measures presented in Chapter 5 and the Outline Construction Environmental Management Plan (Consolidated ES Addendum, Volume 3, Appendix 9.1) will be implemented and will help to minimise impacts to residential, commercial and community facilities.
56. Interruptions to electrical and telephone lines will be kept to a minimum with notice given to the affected users.
57. Mitigation measures will be required to minimise disruption due to the abnormal load transport. SONI has committed to working with TransportNI, the local councils, PSNI and the public to give as much notice as possible, to ensure diversions are clearly signposted, to minimise the duration of the activity and to take account of local events. There is potential for localised, short-term moderate adverse impacts to road users with no long-term impacts as a result of the delivery of the transformers.

12.12 Residual Impacts With Proposed Mitigation

58. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (pages 546 – 547) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (pages 93-95).
59. During the construction phase, with the implementation of the proposed mitigation measures, there will be overall a temporary moderate adverse impact in terms of disruption due to construction on public roads, access tracks, journey times and impacts to the garden centre. During operation, there will be no significant impact.
60. During construction and operation there will be no significant impact to existing services.
61. There would be a major adverse impact on planning permission M/2008/0143/F (if it can still lawfully be constructed as planning permission expired in May 2013) because Tower 22 is located within this site. With the required safety clearance there would be a moderate adverse impact on planning permission O/2009/0807/F due to the location of the conductors over the buildings and the disruption during construction and the proximity of the overhead line to the buildings. These chicken sheds can be safely built

and operated as long as the required safety clearance from the overhead line is adhered to (as per NIE policy document 6/025).

62. In terms of the haulage route assessment, the implementation of the mitigation measures described above, and the short-term (between a few minutes and one hour) and generally localised nature of the effects to the majority of road users, pedestrians and residences along the route of the movement, would result in minimal residual impacts from the transportation of the transformers in regard to noise and vibration, visual amenity and loss of retail trade. The implementation of the proposed Traffic Management Plan (see chapter 18 of the Consolidated ES and Chapter 7 of the Consolidated ES Addendum) would inform all road users at an appropriate time before the load movement, however, there may be road users who have not been informed (i.e. casual visitors to the road network area) that may be affected by the load journey. Therefore in regard to disruption and driver delay, increased risk of accidents and severance, and pedestrian delay there is potential for localised, short-term moderate adverse impacts on road users.

12.13 Cumulative Impacts

63. This is a summary of information that is contained Chapter 5 of the Consolidated ES Addendum (pages 75 - 76). A further assessment of cumulative effects is outlined in the Joint Environmental Report for the proposed Interconnector project (i.e. the project in Northern Ireland and Ireland). This is contained in Volume 3 Appendix 2.1 of the Consolidated ES Addendum.
64. It has been determined that there are no other developments which could have significant cumulative impacts to Community Amenity, because of the distance, scale and nature of the other developments.

12.14 Transboundary Impacts

65. This is a summary of information that is contained Chapter 6 of the Consolidated ES Addendum (page 85). A further assessment of transboundary effects is outlined in the Joint Environmental Report for the proposed Interconnector project. This is contained in Volume 3 Appendix 2.1 of the Consolidated ES Addendum.

66. There are no likely transboundary Community Amenity impacts. The towers in Northern Ireland will be at such a distance from community receptors in the Republic of Ireland that impacts from landscape and visual, traffic, noise and EMF would not be significant.

12.15 Response to Third Party and Statutory Consultee Submissions

67. Between 2009 and 2012, there were approximately 6,000 third party submissions made in relation to the proposed Tyrone - Cavan Interconnector. These were reviewed and taken into account in the writing of the Consolidated ES. Following the publication of that document in 2013 and between May 2013 to May 2015, 2,957 third party submissions were made - of which 1,316 related to community amenity and land use issues. All submissions that were made and have been taken into account in the writing of the Consolidated ES Addendum.
68. Between June 2015 and November 2016, there have been 594 third party submissions and of these 125 submissions made reference to community amenity and land use issues. The general community amenity issues raised by objectors relate to the need for a scientific assessment on communities, the effects on how people live, travel, work and enjoy the area and impacts on communities. The submissions did not raise any material considerations or any issues that were not dealt within the Consolidated ES and Addendum. The issues raised by the submissions are examined, analysed and evaluated in Chapter 14 of the Consolidated ES (Volume 2) and in Chapter 8 of Consolidated ES Addendum.
69. None of the statutory consultees has identified any issues with community amenity. In a letter from TransportNI, in response to the Consolidated ES Addendum, no objections were raised to the proposed haulage route.
70. Objection Letter Number 2988 (Mr Sam Smith) and 2944 (Mr Joseph Woods) have raised specific objections relating to planning applications for residential properties, located close to the proposed Tyrone - Cavan Interconnector.
71. Mr Smith has two planning consents for residential properties located off The Major Lane. The planning application boundaries for these sites are available online but not the exact location of the dwellings. The distances noted are from the proposed Tyrone -

Cavan Interconnector to the closest point of the application boundaries. The proposed houses are likely to be further away than the distances stated, so a worst case distance has been adopted. Consent M/2009/0490/F is located 50m from the closest tower and 53m to the centreline of the overhead line. M/2008/1040/F is located 139m from the closest tower and 53m from the centreline of the overhead line.

72. As there will be no direct impacts and because of the distance from the proposed Tyrone – Cavan interconnector, the properties can be constructed as consented.
73. Mr Woods identified a planning consent for a residential property within 182m (stated as 200 yards in the objection letter) of Tower 74. No further details were supplied on the planning reference number of the location. A review of the Department for Infrastructure planning portal has not identified planning consents within 182m of Tower 74. There is a consent listed to Mr Woods in the area that could be the consent referred to in the letter: O/2006/0378/O - site for dwelling and garage. This application area is located over 500m from the proposed Tyrone - Cavan Interconnector and this consent will not be affected.
74. While there is some uncertainty on the location of the application, given the stated distance in the letter from the proposed Tyrone - Cavan Interconnector, it is unlikely that the proposed Tyrone - Cavan Interconnector would affect the construction of the consented property.

12.16 Events since the Addendum

75. Since the publication of the Consolidated ES and its Addendum, the following environmental information has become available, and is presented to the inquiry for the purposes of the inquiry. Accordingly, and by virtue of Regulation 23(6) of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015 the requirements of paragraphs (4) and (5) of the said Regulation 23 do not apply.
76. As outlined in the Statement of Case and in Construction Technical Report (No. 4), alternative access is required to Tower 40 because of the construction of a chicken shed. Two alternative access tracks are described and assessed in the Construction Technical Report (No. 4). An assessment in terms of community amenity for the alternative access tracks is included in that Technical Report.

77. Confirmatory aerial surveys of the entire proposed Tyrone – Cavan Interconnector (proposed substation area and 500m either side of the overhead line centreline, which includes the proposed access tracks) were undertaken in October 2016. This photography was reviewed in terms of the community amenity baseline conditions and nothing of note was detected.

12.17 Summary and Conclusion

78. This is a summary of the information contained in the Consolidated ES, Chapter 14 – Community Amenity and Land Use (page 526) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (page 96).
79. The significant impacts to residential, commercial and community facilities will be limited to the construction phase of the proposed Tyrone - Cavan Interconnector. These impacts arise from temporary disruption to residential properties along some of the access tracks which use non-adopted roads. These will be temporary major impacts but will be limited to approximately 29 working days at each tower location over the different stages of construction.
80. During construction, there will be some diversion to existing electricity and telephone lines, which may result in temporary interruptions.
81. There would be a major adverse impact on planning permission M/2008/0143/F (if it can still lawfully be constructed as planning permission expired in May 2013) because Tower 22 is located within this site. With the required safety clearance there would be a moderate adverse impact on planning permission O/2009/0807/F due to the location of the conductors over the buildings and the disruption during construction and the proximity of the overhead line to the buildings. These chicken sheds can be safely built and operated as long as the required safety clearance from the overhead line is adhered to (as per NIE policy document 6/025).
82. Normal operations will be possible at the garden centre that is oversailed by the proposed overhead line.
83. The significant impacts to residential, commercial and community facilities will be limited to the construction phase of the proposed Tyrone - Cavan Interconnector. These impacts

arise from temporary disruption to residential properties along some of the access tracks which use non-adopted roads. These will be temporary major impacts but will be limited to approximately 29 working days at each tower location over the different stages of construction. It is estimated that the construction period in any particular location along the overhead line route will be in the order of 4 – 6 months because all of the Stages of the construction cannot follow immediately on from one another.

84. In terms of the haulage route assessment, mitigation measures and publicity of the transport will inform and help to minimise the disruption. The mitigation measures will include police escorts, appropriate signage of alternative routes and diversions, and undertaking works in daylight only. There is potential for localised, short-term moderate adverse impacts to road users with no long-term impacts on the completion of the transport.
85. During the operation phase, there will be no likely significant effects to Community Amenity.
86. As stated in the Statement of Case - PSRNI policy PSU 8 identifies the impact on existing communities as a consideration in assessing new infrastructure. Consolidated ES Volume 2 Chapter 14 (summarised in Consolidated ES NTS section 6.11) and TR 12 deal with community issues. The Consolidated ES has considered the impacts of the proposal against community facilities within 5km of the proposed line. A garden centre will be over-sailed, which will have moderate adverse impacts during construction and a day nursery located 900m from the line and a primary school 700m away (no significant effects). As stated in the Statement of Case, it is accepted there will be an effect on the community, but the degree of impact is limited and would not outweigh the overriding need for the proposal, of which the whole of Northern Ireland (including local communities themselves) will benefit.