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14 Socio - Economics

14.1 Executive Summary

1. There will be a positive impact on employment, including direct employment during construction and indirect employment. There will also be a positive impact on the hospitality industry in the local area at the construction stage of the proposed Tyrone - Cavan Interconnector, as contractors and other workers may stay in the local area during construction.
2. The proposed Tyrone - Cavan Interconnector as detailed in the Consolidated ES Volume 2 (Chapter 1 – section 1.2, pages 1-2) will have no significant negative impacts on visitors and visitor spending, employment and local hospitality businesses in the Proposed Tyrone - Cavan Interconnector area – the geographic area bisected by the Proposed Tyrone - Cavan Interconnector e.g. Co. Tyrone and Co. Armagh.
3. The proposed Tyrone - Cavan Interconnector will have no direct tourism impact as no tourist sites will be physically impacted, and there would be no significant adverse indirect tourism impacts.
4. Of the 39 visitor attractions within the study area of 5km from the proposed Turleenan sub-station site boundary and the centreline of the overhead line (OHL), only three (The Argory, Navan Fort and Benburb Priory/Castle/Valley Park) are located within 2.5km of the proposed Tyrone - Cavan Interconnector. Whilst these tourist attractions will have views of the proposed Tyrone - Cavan Interconnector during the construction and operation phases, these impacts have been assessed as not being significant.
5. There are also twenty visitor accommodation establishments located within the 5km study area. Of these, only four are located within an immediate 1km area. Whilst there is potential for temporary visual, noise and traffic construction impacts on these receptors, these are assessed as being short-term and not significant. Accommodation business providers could potentially benefit from the proposed Tyrone - Cavan Interconnector contractors/construction workers staying in the local area.
6. The proposed Tyrone - Cavan Interconnector oversails a number of on-road walking and cycling routes including the National Cycle Route 91 (which forms part of The Ulster

Way) and the Regional Cycle Route 11 (which forms part of the Ulster Canal Cycle Trail). Whilst there will be visual impacts on these receptors during both the construction and operational phases, as well as increased construction traffic and possible temporary traffic management measures, none of the construction and operational phase impacts are assessed as being significant. Each of these on-road recreational routes will remain open during the proposed Tyrone - Cavan Interconnector construction and operational phases with no severance of access for route users.

7. The proposed Tyrone - Cavan Interconnector will also oversail the River Blackwater Canoe Trail which passes along the River Blackwater. When considering the entire section of the Blackwater Canoe Trail that lies within the study area, the visual impacts will be significant during the construction phase but not significant during the proposed Tyrone - Cavan Interconnector operational phase as planting matures – as reported in the Consolidated ES (Chapter 13 – Landscape & Visual, page 489, paragraph 571).

The transboundary section of the proposed Tyrone - Cavan Interconnector is within 5km of the Monaghan Way National Waymarked Trail - a predominantly on-road trail between Clontibret and Inishkeen). Although a small section of The Monaghan Way is located within Northern Ireland, The Monaghan Way is not oversailed by the proposed Tyrone-Cavan Interconnector. When considering the entire section of The Monaghan Way that lies within 5km of the proposed Tyrone - Cavan Interconnector, no significant transboundary visual impacts are predicted during both the construction and operational phases as reported in the Consolidated ES Addendum (Chapter 6 – Transboundary Impact Assessment, page 84, paragraphs 36-37).

8. There are no known proposals that could have a significant cumulative impact on tourism in the area due to the distance, scale and nature of these other known developments.
9. There will be no direct or indirect impact on the Linwoods facility on the Monaghan Road, Armagh, but the bio-remediation area (which is 13ha in size) will be directly affected in part through construction of Tower 71 and other associated works. Mitigation and compensation will be required.

10. In terms of socio-economics, and potential interactions and cumulative effects associated with other development proposals, it is concluded that the potential cumulative socio-economics impacts will not be significant.
11. The Consolidated ES Volume 2 Chapter 15 and this Technical Report (No. 14) deals with the socio-economic considerations and considers there to be a positive impact on employment and the hospitality industry in the local area at the construction stage of the proposed Tyrone - Cavan Interconnector. There will be no significant impacts on visitor numbers or spending as a result of the construction and operation stages of the proposal and there is unlikely to be any business negatively affected. No tourist sites will be physically impacted by the proposal. Some sites will have views of the proposal during construction and operation, but the Consolidated ES assesses these as not significant. Whilst recreational routes are oversailed by the proposal and will experience minor adverse impact during construction, once operational the impacts will be negligible. Therefore, no impacts occur to tourist assets such as to significantly compromise their tourism value, either on its own or in combination with existing approved developments.

14.2 About the Authors

12. The socio-economics assessment of the proposed Tyrone-Cavan Interconnector was undertaken by Fay Lagan, an Associate Director with AECOM.
13. Mr Lagan is a chartered environmentalist with a wide ranging experience in the environmental field. He has over 15 years' experience in major environmental 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 used development projects.
14. Mr Lagan is supported at the Public Inquiry by Mr Ken Glass, a Principal with AECOM and an expert in tourism. Mr Glass has over 20 years' experience in Tourism projects and during his career he has also been responsible for undertaking a number of tourism, recreation and community assets impact assessments as part of EIA/ES reports for power, renewables, road, rail, and flood prevention scheme projects in the UK. Mr Glass recently was an expert witness in consideration of the Tourism & Amenity aspects of the

North-South 400kV Interconnection Development proposed by EirGrid at the Oral Hearing in front of An Bord Pleanála.

14.3 Policy and Guidance Informing Assessment

15. Policy and Guidance Information is contained in the Consolidated ES, Chapter 3 – Planning and Development Context (pages 40- 58), the Consolidated ES, Chapter 15, page 553 and the Statement of Case that has been prepared for the proposed Tyrone – Cavan Interconnector.

14.4 Summary of Documents

16. 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 socio - economics. The relevant documents are:
 - Chapter 15 of the Consolidated ES (Volume 2 pages 550-568) and associated figures;
 - Cumulative Impact Assessment in the Consolidated ES Addendum (Volume 2, pages 50 – 79); and
 - Transboundary Impact Assessment in the Consolidated ES Addendum (Volume 2, pages 80 - 86).
17. This Technical Report must therefore be read in conjunction with the Consolidated ES and its Addendum, and not as a standalone document.
18. In a general sense all EIA documentation is interrelated and, particularly with respect to the interaction of impacts, all the EIA documents would be relevant. For clarity the documents the author considers to be the key documents are summarised above. 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.
19. In the interest of readability these documents are not reproduced in full in this technical report.

14.5 Further Environmental Information for the Purposes of the Inquiry

20. 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.
21. 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 socio - economics for the alternative access tracks is included in that Technical Report.

14.6 Scope of Assessment

22. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (page 551).
23. A review of all environmental aspects of the proposed Tyrone - Cavan Interconnector was undertaken by the Applicant and its specialist advisers. Following consultation with the Department for Infrastructure (then known as the Department of the Environment), the scoping process applicable to the proposed Tyrone - Cavan Interconnector was confirmed; and the Department 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.
24. Further details are provided in the Consolidated ES, Volume 2, Chapter 6 (Scoping and Consultation).
25. Based upon consultation with the Department of the Environment (now known as the Department for Infrastructure) and other consultees, and a consideration of likely significant impacts from the nature of the receiving environment and the nature of the proposed Tyrone - Cavan Interconnector, it was determined that the potential impact on tourism in the area should be a key socio-economic consideration. However, the socio-economic context was also established, and details on the socio-economic impacts of

the proposed Tyrone - Cavan Interconnector were reported in the Consolidated ES Volume 2 (Chapter 15).

26. The cumulative impacts of the proposed Tyrone - Cavan Interconnector on socio-economics were also considered in the Consolidated ES Addendum Volume 2 (Chapter 5) whilst the transboundary impacts of the proposed Tyrone - Cavan Interconnector on socio-economics are reported in the Consolidated ES Addendum Volume 2 (Chapter 6).
27. No statutory consultee made consultation responses in relation to the scope of the socio-economic assessment expected as part of the environmental assessment. Any comments were made after the publication of the Environmental Statement.

14.7 Consultation Responses

28. The pre submission consultation for the assessment is presented in detail in the Consolidated ES Chapter 6 Scoping and Consultation (pages 151 - 173). Both the Northern Ireland Tourist Board and Forest Service (whose remit includes outdoor recreation) made consultation responses following publication of the Consolidated ES. In these responses, neither agency raised any objections/concerns on tourism matters. No other agency made any consultation responses to the Consolidated ES in respect to the socio-economic topics covered in this Socio-Economics Technical Report (No. 14).

14.8 Methodology and Surveys

29. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (pages 551 - 554) and Consolidated ES Addendum, Chapter 6 – Transboundary Impact Assessment (pages 85 - 86).
30. In assessing the economic impacts of the proposed Tyrone - Cavan Interconnector, information was gathered on the likely employment and capital spend during the construction and operational phases. An assessment of direct impact to a bioremediation area which is used to treat effluent from the Linwoods Facility was also considered.
31. During the construction and operation phases of the proposed Tyrone - Cavan Interconnector, consideration of any potential tourism impacts will be primarily associated with visual effects on tourism receptors; impacts upon cultural heritage sites of tourism importance (e.g. the Argory, Navan Fort and Benburb Priory/Castle);

construction traffic movements; and the implementation of temporary traffic measures. Accordingly, the tourism methodology approach has included cross-referencing and consideration of the technical assessments undertaken in the Consolidated ES Volume 2 (Chapter 12 – Cultural Heritage and Chapter 13 – Landscape & Visual and Chapter 18 – Transport). Potential tourism impacts have also been considered with regards to the Consolidated ES Addendum Volume 2 (Chapter 5 – Cumulative Impact Assessment, Chapter 6 – Transboundary Impact Assessment and Chapter 7 – Haulage Route Assessment).

32. Reference was made to published Northern Ireland Tourist Board data and survey information in compiling the Tourism Baseline presented in the Consolidated ES Volume 2 (Chapter 15 – section 15.3.2) as well as Tourism Ireland data referenced in the Consolidated ES Addendum Volume 2 (Chapter 6 – Transboundary Impact Assessment section 6.10 – Socio-Economics, page 85).

14.9 Assessment Overview

33. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (pages 551 - 568) and Consolidated ES Addendum, Chapter 5 – Cumulative Impact Assessment (page 76), and Chapter 6 – Transboundary Impact Assessment (pages 85 - 86).
34. There will be no direct impacts to any employment locations other than agricultural, horticultural and forestry lands. There will be a direct impact to a bioremediation area which is used to treat effluent from the Linwoods facility. It is considered that there are no other likely significant indirect impacts to employment locations as a result of the proposed Tyrone - Cavan Interconnector.
35. An assessment was undertaken of the impact of the proposed Tyrone - Cavan Interconnector on tourism; namely on visitors and visitor spending, visitor attractions, recreational trails, employment and local hospitality businesses in the development area.
36. The Argory, the Navan Centre/Fort and Benburb Priory/Castle/Valley Park are the only key visitor attractions identified within the study area (defined as being 5km from the substation site boundary and the centreline of the overhead line). The remaining tourism

sites in the study area have been scoped out of the assessment, as there is no potential for impacts.

37. The proposed Tyrone - Cavan Interconnector oversails a number of on-road walking and cycling routes including the National Cycle Route 91 (which forms part of The Ulster Way) and the Regional Cycle Route 11 (which forms part of the Ulster Canal Cycle Trail). The proposed Tyrone - Cavan Interconnector will also oversail the River Blackwater Canoe Trail.
38. Part of the Monaghan Way is located within 5km of the proposed Tyrone - Cavan Interconnector. A predominantly on-road trail between Clontibret and Inishkeen, the Monaghan Way is not oversailed by the proposed Tyrone-Cavan Interconnector.
39. Impacts to tourism will not be direct, as no tourist sites will be physically affected by the proposed Tyrone - Cavan Interconnector. There is a potential benefit for visitor accommodation providers in the geographic area bisected by the proposed Tyrone-Cavan Interconnector from contractors/workers staying in the area during the construction period. There will be no significant adverse indirect impacts on tourism.
40. In terms of economic impacts, studies by SONI and EirGrid have shown the proposed Interconnector will help customers on the island of Ireland to save approximately €20m¹ in 2020 and between €40m and €60m² by 2030³. This is considered to be a major positive cumulative impact. In terms of socio-economics impacts, the proposed Interconnector has been assessed to result in benefits in terms of employment.
41. There will be a positive impact during construction relating to employment during the construction of the proposed Tyrone - Cavan Interconnector.
42. As it is expected that the proposed Tyrone - Cavan Interconnector will not have a significant impact on visitor numbers to hospitality businesses, it is unlikely that these businesses will be impacted.
43. The residual impact is assessed to be Major Adverse to the bioremediation area.

¹ Based on the exchange rate in March 2015: £14.5m

² Based on the exchange rate in March 2015: £29m - £43.5m

³ EirGrid/SONI (2015) *The Need for a Second North South Electricity Interconnector*. This paper describes the detailed calculation of associated benefits for the project. It is included as Appendix 3.1 of the Consolidated ES Addendum.

44. 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.

14.10 Baseline Conditions

45. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (pages 554 - 561).
46. Demographic data for settlements within 2km of the substation site boundary and the centreline of the overhead line was reviewed and provided the socio-economic baseline and context. The main settlements in the 2km study area are Moy, Benburb, Blackwatertown, Killylea and Derrynoose. Armagh and Dungannon are the two largest settlements in proximity to the study area – both are approximately 5km from the proposed Tyrone - Cavan Interconnector.
47. Linwoods, based on the Monaghan Road, Armagh is a business involved in bakery, health foods and dairy production, and distribution of the goods. Effluent from the facility is treated through a willow remediation area, approximately 1km to the west of the facility.
48. There are 39 visitor attractions within the study area. However, only three (The Argory, Navan Fort and Benburb Priory/Castle/Valley Park) are located within 2.5km of the proposed Tyrone - Cavan Interconnector.
49. There are also twenty visitor accommodation establishments located within 5km of the proposed Tyrone - Cavan Interconnector. Of these, only four are located less than 1km from the proposed Tyrone - Cavan Interconnector.
50. The proposed Tyrone - Cavan Interconnector oversails a number of on-road walking and cycling routes including the National Cycle Route 91 (which forms part of The Ulster Way long distance walking route) and the Regional Cycle Route 11 (which forms part of the Ulster Canal Cycle Trail).

51. The proposed Tyrone - Cavan Interconnector will also oversail the River Blackwater Canoe Trail. The Blackwater Canoe Trail is a 20km route along the River Blackwater from Benburb to Maghery. However, only the section of the River Blackwater between Benburb and north-east of the Argory Estate (Bonds Bridge) lies within the proposed Tyrone - Cavan Interconnector study area.
52. Part of the Monaghan Way National Waymarked Trail is within 5km of the Proposed Tyrone - Cavan Interconnector.

14.11 Assessment of Impacts Without Proposed Mitigation

53. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (pages 561 - 566).
54. The proposed Tyrone - Cavan Interconnector will be a significant capital infrastructure project. This spend will benefit the Northern Ireland economy through the purchase of construction material and through direct and indirect employment opportunities.
55. There will be a positive impact during construction relating to construction investment and employment. There will also be a potential economic benefit from contractors/construction workers staying in the local area – the geographic area bisected by the proposed Tyrone - Cavan Interconnector e.g. Co. Tyrone and Co. Armagh.
56. The potential construction impacts of the proposed Tyrone - Cavan Interconnector on the Linwoods facility are disruption to the normal facility operations due to construction traffic and the impacts to the bioremediation area. Due to the distance from the proposed Tyrone - Cavan Interconnector, it is predicted that there will be no significant direct impacts to the Linwoods facility.
57. Impacts from construction traffic have been assessed in the Consolidated ES Volume 2 (Chapter 18 - Transport). This includes the A3 Monaghan Road – on which the Linwoods facility is located.
58. There will, however, be a direct impact to the bioremediation area used by Linwoods for effluent treatment as a result of the construction of the proposed Tyrone - Cavan Interconnector. During the construction phase, it is likely that the willow affected by the proposed Tyrone - Cavan Interconnector will need to be harvested to facilitate the

proposed works. At this stage it is not known what the harvest schedule is but there may be disruption resulting in a lower yield.

59. The proposed works will affect an area of approximately 0.7ha. This will result in the halting of effluent treatment in that area and any adjacent areas depending on the affected pipeline network.
60. All construction impacts on tourism will be indirect as no tourism receptor will be physically impacted by the proposed Tyrone - Cavan Interconnector.
61. In terms of tourism, there will be a minor adverse impact to the Argory during construction; there will be limited views of construction activities (including the Turleenan substation) but these will be set in the context of existing electrical and renewable energy infrastructure.
62. There will also be a minor adverse impact to Navan Fort during construction. Whilst there will be distant views of construction activities from Navan Fort, the Navan Centre will be unaffected.
63. Additionally, there will be some distant views of construction activities from the grounds of Benburb Priory. However, there will be no change to the normal operation of Benburb Priory as a Pastoral, Retreat and Conference Centre in terms of uses during construction. The views from the grounds are part of the visitor attraction but not central and so there will be a negligible impact during construction. The construction activities associated with the proposed Tyrone - Cavan Interconnector will also have no significant visual effects on visitors to Benburb Castle or users of the Benburb Valley Park walking trail network.
64. The transportation of large transformers will be required from Warrenpoint port to Moy and onwards to the site of the proposed substation as reported in the Consolidated ES Addendum Volume 2 (Chapter 7 – Haulage Route Assessment). These abnormal loads will result in some temporary disruption due to slow moving vehicles and required works in the Square, Moy. This temporary disruption could affect tourists, travelling to sites along the transportation route e.g. Warrenpoint, Newry, Armagh City and users of the Saint Patrick's Trail sign-posted Driving Route. However the disruption will be temporary

and limited to the duration of the transformer transportation. The impacts of the haulage route are outlined in more detail in the Community Amenity Technical Report (TR12).

65. Neither of the on-road sections of the National Cycle Route 91 and the Regional Cycle Route 11 would be closed during the construction phase and any impacts will be limited to the duration of the construction works. There will be visual impact to the routes and increased construction traffic and possible temporary traffic measures on both cycle route sections. Overall, there will be no significant construction impacts to these cycle routes.
66. The proposed Tyrone - Cavan Interconnector will also oversail the Blackwater Canoe Trail. Recreational access to, and along, the section of the River Blackwater within the study area would be maintained during the construction phase with tourist impacts assessed as not being significant.
67. No significant negative impacts to visitor numbers or spending are anticipated as a result of the construction stage of the proposed Tyrone - Cavan Interconnector. Accommodation providers in the area could potentially benefit from overnight bookings from construction contractors/workers during the construction phase.
68. The Consolidated ES Volume 2 (Chapter 2 – Need) states that the proposed Tyrone - Cavan Interconnector will result in significant savings in terms of electricity generation costs.
69. There will be a direct impact to the bioremediation area used by Linwoods for effluent treatment as a result of the operation of the proposed Tyrone - Cavan Interconnector. An area of 0.43ha will be permanently affected, resulting in a reduction in willow yield and effluent treatment area.
70. The Consolidated ES Volume 2 (Chapter 5 – Proposed Tyrone - Cavan Interconnector, section 5.6.5.6, p141) states that vegetation directly under the conductors will be maintained at a height that does not exceed 2 metres. With this applied to the bioremediation area, there will be a permanent, significant adverse impact to the bioremediation area as the normal harvesting of the willow does not usually occur until the willow reaches a height of 4-5 metres.

71. No significant negative impacts to visitor numbers, spending, or tourism employment are anticipated as a result of the operation of the proposed Tyrone - Cavan Interconnector.
72. All operational impacts on tourism will be indirect as no tourism receptor will be physically impacted by the proposed Tyrone - Cavan Interconnector.
73. There will be a minor adverse impact to the Argory during the operational phase. There will be possible but limited views of the proposed Tyrone - Cavan Interconnector seen in the context of existing electrical infrastructure and wind turbine installations which are visible across the River Blackwater from the Argory Mansion House front door entrance. The grounds and mansion house will be largely unaffected but views will be possible and the significance of the impact will be reduced with time as planting matures.
74. There will be a negligible impact to Navan Fort during the operational phase. There will be distant views of the proposed Tyrone - Cavan Interconnector from the Fort itself but the Navan Centre will be unaffected. The views from the Fort are mitigated by the drumlin landscape and existing vegetation and are set amongst existing human impacts to the landscape.
75. The operation of the proposed Tyrone - Cavan Interconnector will have no significant visual effects on visitors to Benburb Priory, Benburb Castle or users of the Benburb Valley Park walking trail network.
76. Neither sections of the National Cycle Route 91 and the Regional Cycle Route 11 which will be oversailed by the proposed Tyrone - Cavan Interconnector, nor the section of the River Blackwater Canoe Trail within the study area will be directly affected during the operational phase. Whilst there will be limited visual impacts, none of these are predicted to be significant. In tourism terms, there will be negligible operational impact to these routes as there will be no significant change to access, use, and enjoyment of them.

14.12 Proposed Mitigation

77. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (page 566) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (pages 95-96).

78. Mitigation measures will be required to treat the effluent that is currently sent to the willow bioremediation area. Tankering off site (as was done for the previous treatment regime) will be required and compensation discussed with the owner/operator.
79. Route selection has been a general mitigation measure used to reduce the potential for impacts on receptors (including tourism). As reported in the Consolidated ES Volume 2 (Chapter 13 – Landscape & Visual, Chapter Executive Summary (page 415), detailed routeing of the proposed Tyrone - Cavan Interconnector has sought to achieve the best fit with the landscape using landform and vegetation whilst recognising the engineering and technical constraints of the construction and operation of an overhead line.
80. Specific mitigation measures with a tourism relevance include visual effect mitigation measures as reported in the Consolidated ES Volume 2 (Chapter 13 - section 13.5). The landscape mitigation includes a proposed planting scheme for the Turleenan substation site that will reduce visual impacts *“such that over time, as the mitigation landscape matures, views of the substation would be filtered out and assimilated back into the local landscape setting”* (Source: Consolidated ES Volume 2, Chapter 13 – section 13.7, paragraph 843).
81. A detailed Traffic Management Plan will also be implemented addressing the proposed transportation of the large transformers from Warrenpoint port to Moy and onwards to the site of the proposed Turleenan substation. The implementation of this Plan will aim to reduce the temporary impacts on road users across the local and regional road network as reported in the Consolidated ES Addendum Volume 2 (Chapter 7 - section 7.3.3 page 95).

14.13 Residual Impacts With Proposed Mitigation

82. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (pages 566 - 567) and Consolidated ES Addendum, Chapter 7 – Haulage Route Assessment (page 96).
83. It is considered that there will be a positive impact relating to employment associated with the construction of the proposed Tyrone - Cavan Interconnector.
84. The combined capacity and production savings from the Tyrone - Cavan Interconnector were estimated at €20m per annum in 2020 rising to €40m to €60m per annum in 2030,

exerting downward pressure on electricity prices in Northern Ireland and Ireland. The reductions in the cost of producing power were estimated at €20m per annum in 2020 rising to €40m per annum in 2030. This cost can be split pro-rata between the jurisdictions, based on energy consumed, with approximately 25% to Northern Ireland customers and 75% to Ireland customers. In the short term, prior to the commissioning of the Tyrone - Cavan Interconnector customers in Northern Ireland are directly bearing a cost of approximately £8.9m per annum to ensure their security of supply. It is expected that the all island security of supply cost of not having the Tyrone - Cavan Interconnector will grow to approximately €19m per annum by 2030. If Northern Ireland's generation capacity continued to be in deficit, the majority of the capacity benefit from the Tyrone Cavan Interconnector would be to Northern Ireland customers. The proposed Interconnector is considered to be a major positive cumulative impact.

85. In terms of socio-economics impacts, the proposed Interconnector has been assessed to result in benefits in terms of employment.
86. It was proposed in the Consolidated ES (Chapter 15 of Volume 2, page 566) that, subject to consultations with the owner/operator, a range of possible mitigation measures could be undertaken to minimise the impacts to the bioremediation area. It was identified that if alternative mitigation measures proved not to be feasible or could not be agreed, tankering effluent off site, as was utilised for the previous treatment regime at the premises, would be required and / or reasonable compensation agreed.
87. In attempting to assess the impacts to the bioremediation area, the applicant has attempted to gain permission to survey the area in question. This was refused by the landowner – the bioremediation area is part of the 3% of land where access was refused by the relevant landowner during the course of the preparation of the Consolidated ES. The remaining 97% of the application sites in respect of which access has been granted by landowners is shown on Figure 10.1 of Volume 4 of the Consolidated ES. It is a requirement of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015 (and previous iterations) that “*an indication of any difficulties*” encountered in preparing the EIA be included in the Environmental Statement (Schedule 4, Part 1). The denial of land access was acknowledged as a difficulty in the Consolidated ES. Additionally, the information required to fully inform the assessment of

the impacts on the bioremediation area was outlined in Chapter 15 of Volume 2 of the Consolidated ES. This information includes “*the nature of the effluent material, the rate of production from the facility, rate of discharge and the current condition of the treatment system*” (page 566, Section 15.5 Mitigation Measures, paragraph 104).

88. Whilst land access has not been provided by the owner/ operator, it is known that the bioremediation area is operated under a Consent to Discharge Effluent (No. 344/07). This Consent controls the volume of discharge per day and per hectare per year. The Consent also specifies weather conditions when there may be no discharge and specifies water quality standards for the waterway downstream of the area. It is known from the Consent that the maximum rate of discharge is 120m³ per day over the entire 12.9 ha of the bioremediation area. The loss of land within the bioremediation area will be circa just 1 ha during construction.
89. Given the owner/operator’s failure to allow land access, the Applicant now proposes as part of this application and by way of mitigation to tanker off the effluent and agree reasonable compensation with the landowner accordingly. The residual effect of the proposal to use tankers as a mitigation measure has been assessed as being of major adverse significance. This level of significance has been determined to be appropriate because of the uncertainty arising from the inability to gain access to the bioremediation area and in such circumstances it was determined that a conservative assessment should be applied.
90. It is considered that there will be no significant residual impacts on Tourism during either the construction or operational phases of the proposed Tyrone - Cavan Interconnector. Further details are provided in the Consolidated ES Volume 2 (Chapter 15 - section 15.6).
91. Notwithstanding this, the Consolidated ES Addendum Volume 2 (Chapter 7 – section 7.3.4) states that whilst the implementation of the proposed Traffic Management Plan addressing the transportation of the large transformers from Warrenpoint port to Moy would intend to inform all road users in advance of the load movement, there will likely be road users who have not been informed “i.e. *casual visitors to the road network area*”. By implication, this could potentially include tourists who might experience temporary

significant impacts e.g. journey disruption and delay. The impacts of the haulage route are outlined in more detail in the Community Amenity Technical Report (TR12).

14.14 Cumulative Impacts

92. This is a summary of information that is contained in Chapter 5 (page 53-55) of the Consolidated ES Addendum. 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.
93. There are no known proposals of a similar scale, or smaller proposals, that could have a significant cumulative impact on tourism in the area. It has been determined that there are no other developments which could have significant cumulative impacts due to the distance, scale and nature of these other developments.
94. In considering the effect of the proposed Tyrone - Cavan Interconnector, in terms of socio-economics, and potential interactions and cumulative effects associated with other development proposals it is concluded that the potential cumulative socio-economics impacts will not be significant.
95. The combined capacity and production savings from the Tyrone - Cavan Interconnector were estimated at €20m per annum in 2020 rising to €40m to €60m per annum in 2030, exerting downward pressure on electricity prices in Northern Ireland and Ireland. The reductions in the cost of producing power were estimated at €20m per annum in 2020 rising to €40m per annum in 2030. This cost can be split pro-rata between the jurisdictions, based on energy consumed, with approximately 25% to Northern Ireland customers and 75% to Ireland customers. In the short term, prior to the commissioning of the Tyrone - Cavan Interconnector customers in Northern Ireland are directly bearing a cost of approximately £8.9m per annum to ensure their security of supply. It is expected that the all island security of supply cost of not having the Tyrone - Cavan Interconnector will grow to approximately €19m per annum by 2030. If Northern Ireland's generation capacity continued to be in deficit, the majority of the capacity benefit from the Tyrone Cavan Interconnector would be to Northern Ireland customers. This is considered to be a significant cumulative impact.

96. The Proposed Interconnector project will be a significant capital infrastructure investment in Northern Ireland and in Ireland. There will also be a cumulative employment benefit arising from required construction workers, which would impact on the construction industry. There is also an interrelated positive impact from contractors/construction workers staying in the local area, which will benefit the hospitality industry.

14.15 Transboundary Impacts

97. This is a summary of the information that is contained in Chapter 6 (page 85 - 86) of the Consolidated ES Addendum. 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.
98. It is assessed that the transboundary impacts of the proposed Tyrone - Cavan Interconnector would be a positive impact during construction relating to construction investment and employment and that there would not be significant negative impacts on transboundary tourism.
99. In the transboundary area, the proposed Tyrone - Cavan Interconnector is within 5km, (but does not cross) the Monaghan Way National Waymarked Trail in County Monaghan. Although it will be possible to view sections of the proposed Tyrone - Cavan Interconnector along the Monaghan Way, these views would be intermittent and at a distance, and when considering the entire section of the Monaghan Way that lies within the study area, these transboundary visual effects have been assessed as not being significant during either the construction or operational phases. (Consolidated ES Addendum, Volume 2, Chapter 6, p84, paragraphs 36-37).
100. Accordingly, there will be no significant change to the baseline access, use, and enjoyment of The Monaghan Way in the transboundary area created by the proposed Tyrone - Cavan Interconnector.

14.16 Response to Third Party and Statutory Consultee Submissions

101. 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, from May 2013 to May 2015, 2,957 third party submissions were made - of which 6 related to socio-economics issues. All submissions that were made and have been taken into account in the writing of the Consolidated ES Addendum.

102. Between June 2015 and November 2016, there have been 594 third party submissions and of these 56 submissions made reference to socio-economics issues applicable to this Technical Report (No.14). The general socio-economics issues raised by these objectors relate to the perceived adverse visual effects of the proposed Tyrone - Cavan Interconnector on the countryside/environment and the associated detrimental impacts this will have on tourism performance and activity (e.g. outdoor activity participation, enjoyment of the landscape/scenery and the local environment). 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 15 of the Consolidated ES (Volume 2) and in Chapter 7 of the Consolidated ES Addendum.
103. No statutory consultee had identified any socio-economic issues.
104. Objection Letter 2993 (Mr Fergal Woods) has raised a specific objection due to the impact on the Linwoods bioremediation area. This area will be directly impacted during the construction and operation of the proposed Tyrone-Cavan Interconnector. The impacts to the area are assessed in Chapter 15 of the Consolidated ES.
105. Mitigation measures will be required to treat the effluent that is currently sent to willow bioremediation area. Tankering off site (as was done for the previous treatment regime) will be required and compensation discussed with the owner/operator. A worst case approach has been applied and the residual impact is assessed to be Major Adverse to the bioremediation area.

14.17 Events since the Addendum

106. No statutory consultees have submitted comments in relation to the socio-economic topics covered in this Socio-Economics Technical Report (No. 14) since the submission of the Consolidated ES Addendum Volume 2 in May 2015.

107. A number of letters of objection in relation to the socio-economic topics covered in this Socio-Economics Technical Report (No. 14) have been received, and these have been outlined in the preceding section (14.16) of this Technical Report.
108. The recent tourism baseline conditions have been reviewed and it is confirmed that they are not significantly different to the baseline conditions reported in the Consolidated ES Volume 2 (Chapter 15 – section 15.3.2 pages 554-560) and its Addendum Volume 2 (Chapter 6 – section 6.10 pages 85-86).
109. 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 socio - economics for the alternative access tracks is included in that Technical Report.
110. 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 socio-economics baseline conditions and nothing of note was detected.

14.18 Summary and Conclusions

111. This is a summary of the information contained in the Consolidated ES, Chapter 15 – Socio-Economics (page 550) and the Consolidated ES Addendum, Chapter 5 (page 76) and Chapter 6 (page 86).
112. The impacts of the proposed Tyrone - Cavan Interconnector on tourism, employment and local businesses have been assessed.
113. There will potentially be a positive impact on employment, including direct employment during construction and indirect employment. There will also be a positive impact on the hospitality industry in the local area at the construction stage of the proposed Tyrone - Cavan Interconnector, as contractors and other workers may stay in the local area during construction.

114. Impacts to tourism will not be direct as no tourist sites will be physically impacted by the proposed Tyrone - Cavan Interconnector. The key sites within the study area (the Argory, Navan Fort and Benburb Priory) will have views during the construction and operational phases - but not Benburb Castle or the Benburb Valley Park trails network. It is considered that these impacts will not be significant. Recreational routes will be oversailed by the proposed Tyrone - Cavan Interconnector but will not experience a significant tourism impact during construction or operation.
115. There will be no significant adverse transboundary impacts on The Monaghan Way created by the proposed Tyrone - Cavan Interconnector.
116. The construction of the proposed substation will require the transport of transformers from Warrenpoint as abnormal loads. Mitigation measures will help to limit the impacts and disruption but tourists may still potentially experience temporary impacts e.g. journey disruption and delay.
117. As there will be a significant negative impact to the running of a bioremediation area used by the Linwoods facility, mitigation (tankering off site for treatment) will be undertaken and compensation will be discussed with the owner/operator.
118. It is estimated that the proposed Interconnector will help customers on the island of Ireland to save approximately €20m in 2020 rising to a range of between €40m and €60m by 2030.
119. These savings for Northern Irish electricity consumers are considered to be a significant positive effect to the economy.
120. As stated in the Statement of Case, the Consolidated ES Volume 2 Chapter 15 and TR 14 deal with the socio-economic considerations and consider there to be a positive impact on employment and the hospitality industry in the local area at the construction stage of the proposed Tyrone-Cavan Interconnector. There will be no significant impacts on visitor numbers or spending as a result of the construction and operation stages of the proposal and there is unlikely to be any business negatively affected.

The proposed Tyrone-Cavan Interconnector does not adversely impact any tourism asset. As explained in Consolidated ES Volume 2 Chapter 15 and in this Technical Report, no tourist sites will be physically impacted by the proposal. Some sites will have

views of the proposal during construction and operation, but the Consolidated ES assesses these as not significant. Whilst recreational routes are oversailed by the proposal and will experience minor adverse impact during construction, once operational the impacts will be negligible. Therefore, no impacts occur to tourist assets such as to significantly compromise their tourism value, either on its own or in combination with existing approved developments.