



Step 4 North Connacht 110 kV project

Consultation Report

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Contents

1.Executive summary	5
1.1. Consultation process.....	5
1.2. Consultation responses.....	5
2.Introduction	10
2.1. About this report	10
2.2. About the North Connacht 110 kV project	10
2.3. About this consultation	10
2.4. Responses received.....	13
2.5. Petitions	13
2.6. Response channels.....	13
2.7. Data processing.....	14
2.8. Reporting	15
3.Overall feedback about the North Connacht 110 kV project	17
3.1. Overview	17
3.2. Closed question summary.....	17
3.3. Comments providing overall feedback on the North Connacht 110 kV project.....	19
3.4. Feedback about a battery energy storage facility adjacent to the Kilcolman Estate.....	29
4.Feedback about the proposed overhead line options	31
4.1. Overview	31
4.2. Comments about the development of an overhead line	31
4.3. Comments on overhead line option A	38
4.4. Comments on overhead line option A/B	42
4.5. Comments on overhead line option B	45
4.6. Comments on overhead line option C	49
4.7. Comments on overhead line option D	54
5.Feedback about the proposed underground cable options	58
5.1. Overview	58
5.2. Comments about the development of an underground cable ..	58
5.3. Comments on underground cable option 1	65
5.4. Comments on underground cable option 2	68
5.5. Comments on underground cable option 3	71
6.Feedback on proposed community fund and community forum	76
6.1. Overview	76

6.2. Comments about the community fund	76
6.3. Comments about the community forum.....	81
7.Feedback on the consultation process	86
7.1. Overview	86
7.2. Comments about the consultation process	87
Appendix A – Petitions	94
Appendix B – The consultation response form	96
Appendix C – Codes applied	102



1. Executive summary

This report provides a summary of responses received to the Step 4 consultation on the proposed North Connacht 110 kV project, undertaken by EirGrid between 14th September and 11th December 2020, having been extended to allow additional opportunities for comment for some communities. EirGrid sought to address the challenges presented by the Covid-19 pandemic by adding new online channels for people to provide feedback.

The North Connacht 110 kV project is intended to enhance the capacity of the local electricity network by connecting the substations at Moy near Ballina, County Mayo and Tonroe near Ballaghaderreen, County Roscommon.

Following a number of studies carried out in Step 3, EirGrid identified two technology options (overhead line and underground cable) that would address the need in North Connacht. EirGrid also identified proposed routes for each of the underground cable and overhead line options. Feedback on these project options and views on the proposed community fund related to this project were sought during the Step 4 consultation period.

1.1. Consultation process

The consultation was owned and managed by EirGrid Group. Traverse, an independent consultancy specialising in consultation analysis, was commissioned to analyse responses to the consultation and report on their findings.

EirGrid promoted the consultation through in-person events, virtual project exhibitions, telephone clinics, project updates by mailing lists, project webinars and the distribution of flyers. Further details on the consultation promotion can be found in Chapter 2.

1.2. Consultation responses

In total, this consultation received 654 responses. Responses to the consultation were submitted via an online form, by email and by post. The consultation received 488 online responses, 35 hardcopy responses and 131 letters and emails. This includes three petitions that were submitted to this consultation, which received a total of 1,464 signatures, with each individual petition being treated as one response but recognised as representing the views of signatories to the information presented in the petition.

Every response received was analysed and coded using a coding framework and then reported on. A detailed description of Traverse's approach to the handling, analysis and reporting of responses can be found in Chapter 2.

The views and personal opinions outlined in this report are those of the people who responded to this consultation and are reported as they were

expressed. It should be noted, in common with all consultations, responses are from a self-selecting sample of respondents and so may not reflect the views of the wider population.

Support

Some respondents express general support for the project due to its potential for supporting wind farm development in the area. Respondents support the project because they believe it could benefit environmentally friendly renewable energy generation and help Ireland meet its interim and 2030 renewable energy sources for electricity targets. Respondents also express support for the project as they believe it could aid job creation in Ireland's North West region.

Concerns

Many respondents express general opposition to the project, commenting that they are not in favour of any of the proposed options. Some of these respondents also express concerns about possible future wind farm developments in the area or about potential future upgrades of this 110 kV line. A few respondents raise concerns about the cost of the project for taxpayers and road authorities whilst others question the timescale for the project.

Many respondents express specific concerns about the project, including that using main roads as part of the route could have a detrimental impact by making it more challenging and expensive to upgrade or maintain the roads. Respondents also raise specific environmental concerns including the potential negative impact on cultural heritage sites, wildlife and the visual landscape. Respondents also express concern about additional environmental concerns related to the potential for increased noise, the risk that the project has little positive impact on Ireland's carbon footprint and the need for Environmental Impact Assessments.

Respondents fear that the project may impact local amenities and make the area a less attractive place to visit and therefore adversely affect the tourist industry. Concerns are also raised about the potential negative health impacts of the project as well as the possibility that the project may devalue land, particularly farmland, and property prices in the area. Respondents also comment on the potential for detrimental impacts to the farming operations of local farmers and the possibility of increased traffic during the construction phase of the project.

Views on the development of an overhead line

A few respondents express support for the development of an overhead line, primarily because they believe it would be cheaper to construct an overhead line than an underground cable.

Many respondents express concerns about the development of an overhead line. Respondents fear an overhead line may impact the natural beauty of the area and spoil the scenic views along popular walking and

cycling routes. Several respondents argue that any negative visual impact may have a knock-on adverse effect on tourism in the area. Many respondents also fear that the development of an overhead line may have negative health impacts for local residents. Respondents also raise concerns that noise from an overhead line may affect residents' quality of life and that construction of an overhead line may have a harmful impact on wildlife and ecology. Respondents raise concerns about the potential for an overhead line to devalue land and property prices and impede the ability of landowners to gain planning permission. In addition, several respondents express concern that the development of an overhead line may negatively impact livestock and farming operations.

Concerns about the different overhead line options tend to be similar in nature to the general concerns respondents raise about the development of an overhead line, whilst being specific to the areas that the proposed route corridors pass through. For example, comments about overhead line options A and B express concerns about the potential impact of the overhead line on the visual landscape, walking routes, cultural heritage sites, wildlife and local communities in the Attymass area.

Views on the development of an underground cable

Many respondents express support for the development of an underground cable, largely because they feel that this option would best preserve the rural landscape and scenic views in the area. Respondents offer other environmental reasons for their support of an underground cable such as the potential for a reduced impact on wildlife, historic sites and noise levels. Respondents also comment that an underground cable may be less likely to suffer damage during weather events and could result in fewer negative impacts on local amenities, tourism and local communities. Respondents suggest that there would be reduced health risks and less devaluation of property with the development of an underground cable compared to an overhead line. In addition, respondents support the development of an underground cable as they feel it would be quicker to gain consent for its construction due to the possibility of reduced local opposition.

Respondents who express concern about the development of an underground cable comment that it may be more expensive or take longer to construct, or that this option may result in greater negative impacts on traffic and wildlife during construction than the overhead line option. Respondents also raise concerns that they believe an underground cable could still pose a health risk even if this would be reduced compared to the development of an overhead line.

Respondents express support for the design of underground cable option 1 and suggest that this option may cause the least disruption to traffic and way marked trails in areas of historic significance. Some respondents also feel that option 1 may cause the least disruption to farmers and landowners and have fewer negative impacts on the local landscape, local residents, tourism

and local amenities. A few respondents also comment that the route of option 1 is in close proximity to main roads which could reduce construction costs and that it could be beneficial for health and safety reasons. Concerns about underground cable option 1 centre around the potential impact to local communities, including concerns about the health impact on schools and the potential for increased traffic on the access roads into Ballina. A few respondents also comment on the possibility of detrimental impacts to local farmers.

Respondents express support for underground cable option 2 on the grounds that it may be less disruptive to traffic and that it runs alongside main roads as they feel this may support access during construction. Other comments expressing support for underground cable option 2 include suggestions that the terrain appears to be more suitable for excavation and that the route does not pass through the Ox Mountains or conservation areas or peatlands. A few respondents praise option 2 for safety reasons and because they feel it has a reduced environmental impact compared to the other options. Concerns about underground cable option 2 include the potential impact on walking routes, the close proximity to a school, possible disruption to access roads into Ballina and that the route may adversely affect farmers already impacted by the construction of the Ballaghaderreen bypass. Other respondents raise concerns that option 2 could negatively impact the historical features and scenery of the walking route The Avenue and disturb natural habitats around Attymass.

Respondents who express support for underground cable option 3 comment that it appears to be the most direct route and suggest that this option may have the least impact on residents, particularly their health, due to the distance from residential areas. Respondents also support option 3 on the grounds that it may have the least impact on tourism and the visual landscape and may not disrupt walking routes around Foxford. Other respondents support option 3 because the route passes through areas that they feel experience less congestion. Concerns about underground cable option 3 include comments suggesting that the terrain in certain sections of the route may make installation of the cable challenging, as well as concerns that the route passes through areas of natural beauty and important wildlife habitats. Respondents also comment that construction of option 3 may cause traffic disruption on roads through Bonnicolnlon. A few respondents express concern that option 3 could prove detrimental for the lives and businesses of local farmers and residents in an area that has already experienced the construction of other recent infrastructure projects.

Views on the community fund and community forum

Many respondents provide suggestions for projects for the community fund to support, primarily community facilities, community organisations, environmental projects and infrastructure projects. Other ideas for funding are related to compensation, education, healthcare, tourism, local businesses and technology ideas. Some respondents suggest investing the



community fund into the underground option to ensure that option is financially viable. Many respondents did not support the community fund as they see it as an attempt to bribe the local community.

A few respondents support the community forum because they feel the meetings would keep them updated on the project. Many respondents provide suggestions for who they believe should be a part of the community forum, predominantly local residents and representatives from various community organisations, local businesses and campaign groups. Other suggestions are for representatives from educational institutions and political organisations and for the respondents themselves to be part of the community forum. Some respondents oppose the community forum for similar reasons to the community fund as they see it as an attempt to bribe the local community or feel the involvement of the community forum should have taken place prior to the identification of route options.



2. Introduction

2.1. About this report

This report summarises the responses to the Step 4 Consultation for the North Connacht 110 kV project. This consultation requested feedback on four proposed overhead line options and three underground cable options within a study area that runs from Foxford in the west to Tubercurry in the east; and Ballina in the north to Ballaghaderreen in the south. The consultation also sought feedback on whether anything of significance had been missed from EirGrid's analysis, ideas for a proposed community fund, the membership of a proposed forum and the consultation process.

2.2. About the North Connacht 110 kV project

EirGrid is legally obliged to connect those who generate electricity. This means they must develop the grid in response to plans for new electricity generation, such as wind farms. A large amount of electricity is generated by wind farms in North Connacht and the level of generation is expected to increase over the coming years.

The level of renewable generation is greater than the capacity of the local electricity network so there is a need to connect electricity substations. This need can be met through the development of 110 kV electricity infrastructure that links the substations at Moy near Ballina, County Mayo and Tonroe near Ballaghaderreen, County Roscommon, either in the form of an underground cable or an overhead line.

At the end of Step 4, EirGrid will have selected the best performing technology option and associated route corridor. This option will be taken forward to the statutory planning process in Step 5.

For more information about the North Connacht 110 kV project visit the EirGrid website:

<https://www.eirgridgroup.com/the-grid/projects/north-connacht/the-project/>

2.3. About this consultation

From 14th September to 11th December 2020, EirGrid consulted on the North Connacht 110 kV project. The consultation was originally planned to end on 16th November but was extended to provide further opportunity for people living in Mayo, Sligo and Roscommon to respond to the consultation. EirGrid sought to address the challenges presented by the Covid-19 pandemic by adding new online channels for people to provide feedback.

This consultation is Step 4 of EirGrid's six step approach to grid development, which is outlined below in Figure 1.

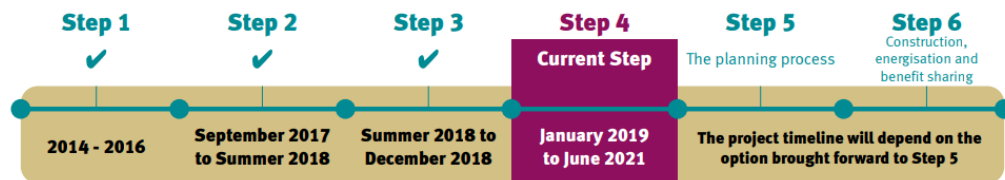


Figure 1: EirGrid's six step approach to grid development projects

Following a number of studies carried out in Step 3, EirGrid identified two technology options (overhead line and underground cable) that would address the need in North Connacht. These were assessed on the five criteria shown below in Figure 2. EirGrid have now developed a refined study area for the proposed new 110 kV circuit and developed corridors for both the overhead line and underground cable options.

This consultation requested feedback on the proposed technology and corridor options and was part of Step 4 of the consultation and engagement process.



Figure 2: EirGrid's assessment categories

Consultation promotion

For five days in January 2019, EirGrid invited members of the public to visit the EirGrid Regional Office in Castlebar where members of the EirGrid team were available to answer questions about the North Connacht project.

For six days in February 2019, EirGrid's Mobile Unit toured Charlestown, Ballaghaderreen, Tobercurry, Swinford, Foxford and Ballina with the project team providing information and answers to questions about the project.



EirGrid also had information stands at three local marts across the study area on multiple occasions.

In October 2019, EirGrid held three open days for the North Connacht project in Swinford, Ballina and Ballaghaderreen which enabled members of the public to have their questions about the project answered.

Throughout 2019 EirGrid held a number of meetings with local Councils including representatives from Mayo County Council, Roscommon County Council and Sligo County Council.

During the summer of 2020, EirGrid invited people living in the study area to complete a short survey to help guide how they could best communicate with residents of the study area. Based on a comprehensive analysis of the responses, EirGrid provided a mix of traditional engagement methods and innovative, online methods. Methods used during the consultation process were:

- virtual project exhibitions;
- telephone clinics;
- project updates by mailing list;
- six project webinars in October and December 2020; and
- distribution of flyers, on three occasions, to homes within the project study area.

EirGrid also developed a specific consultation brochure and included detailed reports and project information on their website.

Staff from the EirGrid liaison team were available to contact throughout the consultation period and remain available to discuss the project, via phone calls and emails.

Due to the Covid-19 pandemic and the need to maintain social distancing, there were no in-person consultation events in 2020, however there was some face to face engagement with key stakeholders. To mitigate the necessary reduction in face to face engagement, additional engagement was undertaken via other routes such as online webinars and a virtual exhibition space.



2.4. Responses received

In total, this consultation received 654 responses. Table 1 shows a breakdown of the type of responses received.

Response type	Total number of responses received
Online response form	488
Hardcopy response forms	35
Letters and emails	131
TOTAL	654

Table 1: Response types received

2.5. Petitions

The consultation received 3 petitions. Each petition is counted as one response but recognised as representing the views of signatories to the information presented in the petition. The issues raised and number of signatures are recorded below:

- a petition on change.org against overhead lines in the Attymass and Bonniclonlon area received 826 signatures;
- a petition against overhead lines in Bonniclonlon, calling for an underground option to be chosen instead received 375 signatures; and
- a petition from Concerned Community Citizens represents citizens from Kilmovee, Charlestown, Carracastle, Brusna and Ballaghaderreen and objects to overhead lines going through those communities. It received 264 signatures.

The full text of the petitions is included in Appendix A.

2.6. Response channels

To ensure that everybody had an opportunity to provide their feedback about the project, there were three channels provided for submission of responses to the consultation:

- **online:** by using the consultation webform accessible via the EirGrid website;
- **email:** by emailing the project's dedicated email address, northconnachtproject@eirgrid.com, administered by the project team at EirGrid; and
- **post:** by sending in a hardcopy response to the address provided by EirGrid.

The full consultation questionnaire is included in Appendix B.

2.7. Data processing

EirGrid commissioned Traverse, an independent consultancy specialising in consultation analysis, to process, analyse and report on the responses received to the North Connacht consultation.

Data protection

Traverse and EirGrid agreed processes to ensure all data was handled in accordance with the General Data Protection Regulation (GDPR).

The online and hardcopy response forms included statements on data protection, including respondents' rights under GDPR, explaining how data would be used and for what purpose. Though respondents who provided views in other formats did not receive a data protection statement, care has been taken to ensure that no individual respondents are identifiable in this report.

Submissions received were recorded in a database for analysis and categorised into types (for example letter, email or response form).

Development of the coding framework

In order to consistently analyse open text responses, Traverse created and developed a coding framework. To develop the framework, an experienced analyst reviewed an early sample of responses and designed an initial framework of codes. The framework was then adapted as analysis of further responses was carried out to ensure it represented the themes of all the responses.

Each code represents a particular issue, and these are combined according to unifying themes and sentiments. For example, 'Underground cable – support – option 1 – safety'.

The full coding framework is shown in Appendix C.

Using the coding framework

The coding was used to group together similar comments and summarise them thematically. In this way, this summary report draws on and reflects the responses received and the full range of issues raised by respondents.

2.8. Reporting

Structure of the report

Chapter 3 summarises the overall feedback about the North Connacht 110 kV project.

Chapter 4 summarises the feedback about the development of an overhead line and the proposed overhead line options.

Chapter 5 summarises the feedback about the development of an underground cable and the proposed underground cable options.

Chapter 6 summarises the feedback about the proposed community fund and forum.

Chapter 7 summarises the feedback about the consultation process.

Responses to closed questions

Charts summarising the responses to closed questions included in the online survey and the hardcopy response form can be found in the relevant chapters. For example, charts relating to the overall feedback about the North Connacht project can be found in Chapter 3 which summarises the overall feedback about the North Connacht 110 kV project.

Open text responses

The qualitative analysis set out in this report summarises the responses given to open text questions in the consultation form and also responses in other formats, such as via letters and emails.

Reading the report

While EirGrid undertook activities to encourage people to participate, particularly those groups most likely to be affected, it is important to note that the consultation was ultimately self-selecting. As such, the views of the respondents cannot be taken to constitute those of a representative sample of the population. The views expressed are based on the beliefs, feelings and understanding of those responding. Nevertheless, the responses offer a valuable insight into views and opinions about the proposals even if these may not be factually accurate in some cases.

Quantifiers

In summarising the responses to open questions, the following quantifiers are used:

- A few – comments made by approximately 1 to 5 respondents;
- A small number – comments made by approximately 6 to 10 respondents;
- Some – comments made by approximately 11 to 20 respondents;
- Several – comments made by approximately 21 to 50 respondents; and



- Many – comments made by more than 50 respondents.

These quantifiers are designed to provide a sense of the frequency with which issues have been raised in relation to other issues to give a sense of proportion and balance. This approach follows good practice in reporting qualitative data from open questions. Traverse's intention is to reflect accurately the range of issues raised, rather than to attribute weight to the number of respondents raising them.

3. Overall feedback about the North Connacht 110 kV project

3.1. Overview

This chapter summarises the responses to the closed question on which route option for the North Connacht 110 kV project respondents would prefer, as well as comments made about the overall North Connacht 110 kV project.

3.2. Closed question summary

Question 2 of the response form asked respondents to select one of the proposed underground cable routes or one of the overhead line routes as their preferred option. Respondents were also able to select if they had no preference to any of the proposed route options.

Of the 654 respondents to the consultation, 132 responded either via email or letter so did not respond to this question. Of the 522 who responded using a consultation form, 53 did not respond to this question.

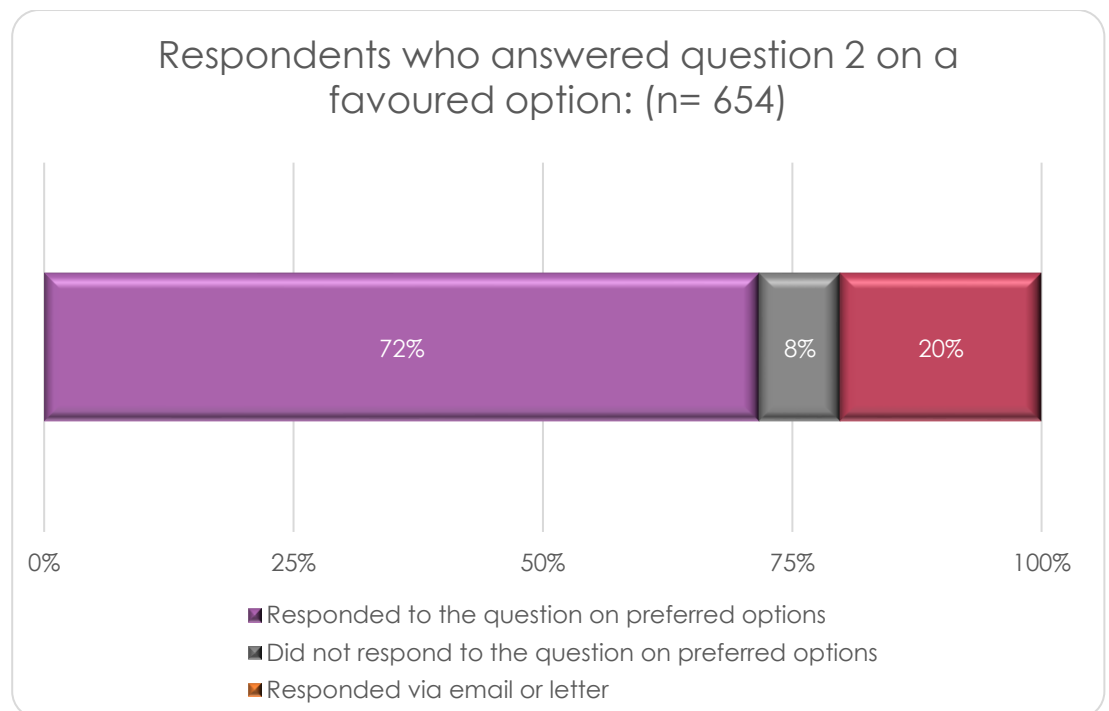


Figure 3: Respondents who answered question 2 on a favoured option

Whilst the views of those who responded via email or not using a questionnaire and those who did not respond to the question on preferred options are not included in the charts below, their views were analysed and are discussed in the relevant sections in Chapter 5 and Chapter 6 respectively.

Of the remaining 469 respondents who did select one option or indicated they did not have a preference for any of the proposed routes, there was a strong preference for underground cable route options with 87% of respondents selecting one of the three underground cable route options.

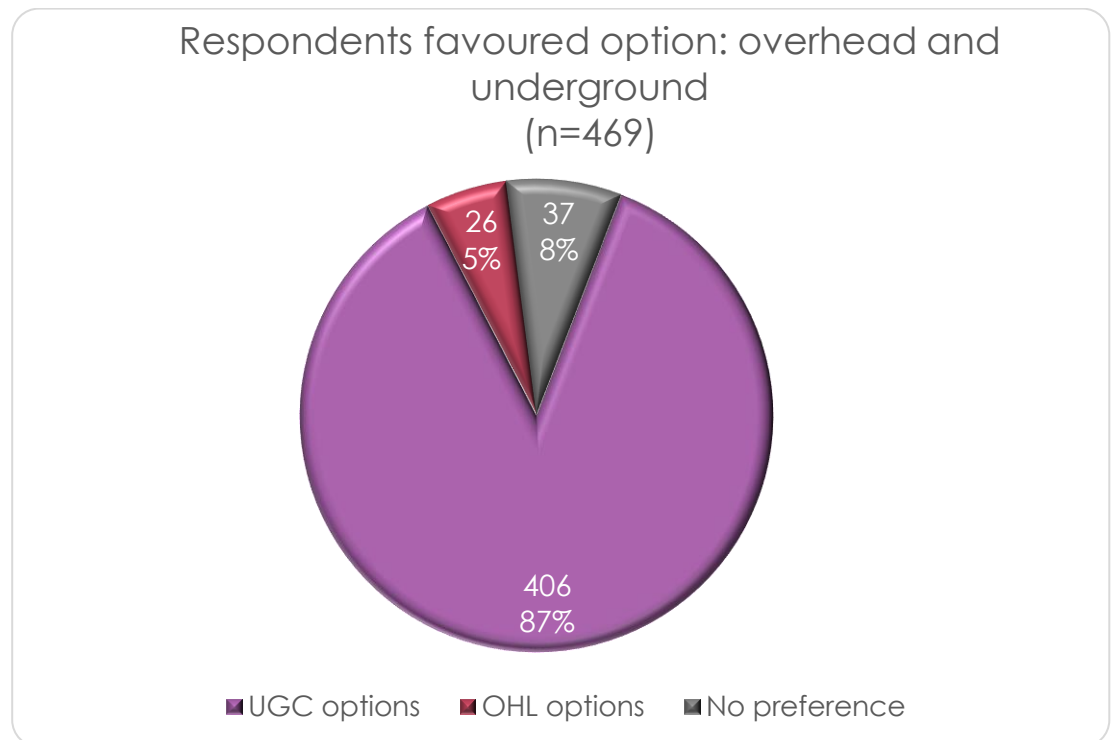


Figure 4: Respondents favoured option: overhead and underground

The chart below shows the favoured options for overhead and underground for the 469 respondents who did select one option or indicated they did not have a preference for any of the proposed routes.

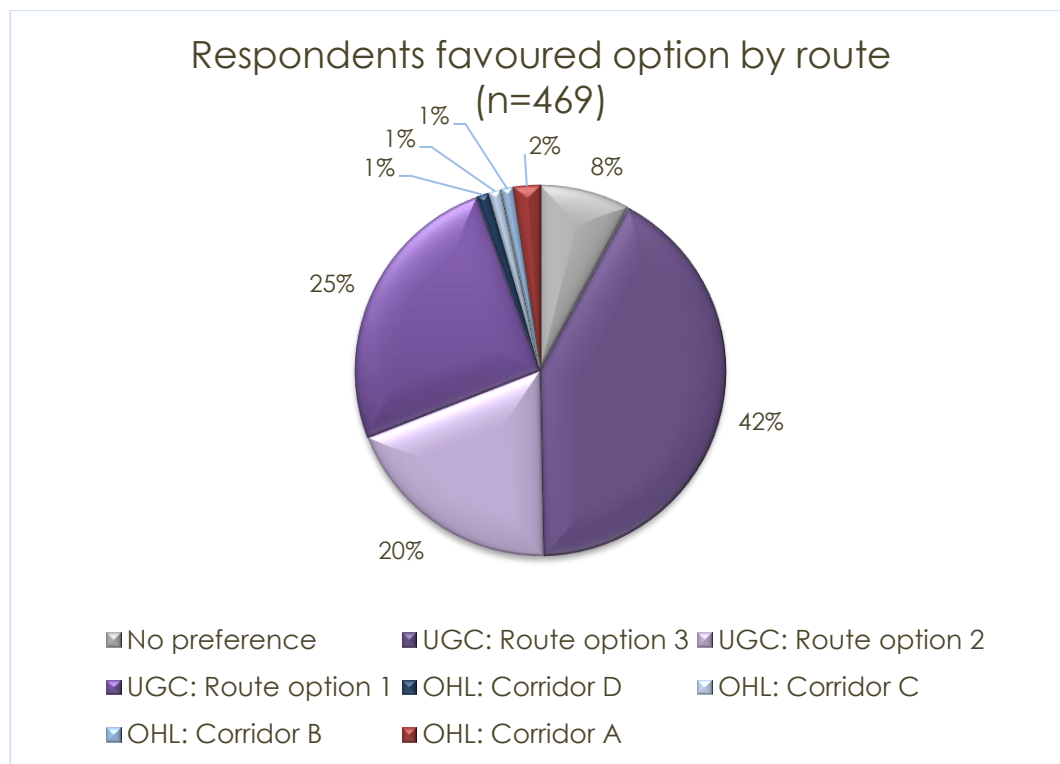


Figure 5: Respondents favoured option by route

3.3. Comments providing overall feedback on the North Connacht 110 kV project

3.3.1. Comments expressing support for the North Connacht 110 kV project

General	
Support	<p>A few respondents express general support for the project, without providing further explanation.</p> <p>Some respondents express support for the project on the grounds that it will support wind farm development in the area, making the supply of energy more robust and helping to meet Ireland's energy needs and renewable energy targets.</p> <p>A few respondents also suggest that the project may help to reduce constraints on the network.</p>

Environment	
General	<p>A few respondents express support for the project on the grounds that it will support environmentally friendly forms of electricity generation. Other respondents praise the project as it could help Ireland meet its interim and 2030 renewable energy sources for electricity targets.</p> <p>A few respondents welcome the proposed environmental impact assessments.</p>

Socio-economic	
Impact on local residents	<p>A few respondents express support for the project on the grounds that it may support job creation in Mayo.</p> <p>A few respondents comment positively on the proposed route options because they are not in close proximity to their homes.</p>

3.3.2. **Comments expressing concern about the North Connacht 110 kV project**

General	
Oppose	<p>Many respondents express opposition to the project. Responses range from those stating they do not want either of the proposed technology options or that they do not want the project in their area, to those expressing their opposition to the project in general terms.</p> <p>A small number of respondents argue that the project should not go ahead because electricity generated in the area is mostly used elsewhere in Ireland.</p>

<p><i>Future of the project</i></p>	<p>A small number of respondents express concern that EirGrid may upgrade to a 400 kV connection at a later date or that additional transmission infrastructure may be required in the future.</p> <p>A few respondents also express concern about the capacity of the transmission network in the North Connacht region, suggesting that after project completion there may still be enduring constraints on the network.</p>
<p><i>Wind farms</i></p>	<p>Some respondents express concern about the project on the grounds that they do not want any further wind farm developments in the area.</p> <p>A few respondents comment that they believe there is currently an overreliance on wind power in meeting Ireland's energy needs, whilst others argue that no further wind farms should be built in the area as the energy they produce is largely used in urban areas.</p> <p>A few respondents express concern that local people have recently stopped using traditional heat fuel supplies from local bog lands in order to preserve the landscape, commenting that it is unfair for local people to make this change if the landscape is then negatively impacted by wind farm developments that generate power for other regions in Ireland.</p> <p>A few respondents express concern that wind farm developments have been approved without the necessary connection capacity already in place.</p>

Design	
Design of route	<p>A few respondents express concern about the potential impact of the project on other infrastructure such as roads, both in terms of existing national roads and future national road schemes. Respondents stress the importance of the N5 and N17 roads in providing access to regional and international markets, as well as the significance of roads such as the N26, N58, N59 and N61 in providing regional and inter-regional connectivity. Respondents express specific concerns about the potential for cables buried in roads to increase the cost and complexity of road upgrades and maintenance to existing roads due to the need to relocate the cables in advance of any works.</p> <p>A few respondents also suggest that the proposed overhead and underground routes between Ballina and Ballaghaderreen do not appear to be direct links between the two towns, commenting that it is therefore unclear why these routes have been proposed.</p>

Environment	
Carbon footprint	<p>A few respondents express concern about the potential impact of the project on bog lands, suggesting that disturbing these areas may negatively impact their effectiveness as carbon sinks.</p> <p>A few respondents also express doubts about how much the project will contribute to meeting carbon emission reduction targets, either because they feel it may take a long time for the project to become carbon neutral or because they feel that other countries, such as China and India, emit a far greater amount of carbon than Ireland.</p>

Cultural heritage	<p>Some respondents express concern about the project on the grounds that it may negatively impact the cultural heritage of the area. Respondents highlight various historical features which they feel may be negatively impacted by the project, including:</p> <ul style="list-style-type: none"> • a bronze age farmstead in Glenree; • ringforts; • standing stones; • children's burial grounds; • crannogs; • Ogham stones; • Kildermot abbey; • holy wells; and • the site of the famine house that was relocated to the Irish Hunger Memorial in New York. <p>A few respondents comment that the project may be delayed by the need to carry out archaeological surveys, whilst others express concern that EirGrid consultants may be unaware of the location of these historic sites.</p>
Environmental Impact Assessment	<p>A small number of respondents question what Environmental Impact Assessments have been conducted for the project, including assessments related to local species of flora and fauna, and what the results of these assessments were. Respondents also request further information regarding mitigation measures for any potential negative environmental impacts.</p>
General	<p>Some respondents express concerns about the project on the grounds that it may negatively impact the environment, without providing further explanation.</p> <p>A few respondents comment that they believe the environmental impact of the project has not been given due consideration.</p>
Landscape and visual impact	<p>Several respondents express concern that the project may negatively impact the visual landscape, with respondents fearing that the project may harm the natural beauty of the area. A few of these respondents express specific concerns about the impact of the project on landscapes in the Moy valley, Ox mountains, and areas surrounding Glenree and Attymass.</p>

Noise and vibration	<p>A few respondents express concern about potential noise pollution during construction and operation of the project.</p> <p>A few respondents raise concerns that a noise impact assessment has not been completed and request that noise management plans are made publicly available.</p>
Wildlife and ecology	<p>Some respondents express concern about the potential negative impact of the project on wildlife, ecology, and habitats. Respondents raise concerns about the impact of the project on particular species, such as swans, corncrakes, red squirrels and protected species of flower, as well as concerns about possible adverse effects on the River Moy and its tributaries, Lough Conn and local bogs.</p> <p>A few respondents express concern about the potentially detrimental impact of the project on livestock.</p> <p>A few respondents suggest that the proposed area for the project contains areas of conservation.</p> <p>A few respondents raise concerns about whether a survey of local wildlife and an assessment of the impact of the project on wildlife have been conducted.</p>

Socio-economic	
Cost	<p>A few respondents express concern that taxpayers' money may be used to pay for the proposed connection.</p> <p>Other respondents express concern about the potential additional costs to road authorities of undertaking road improvements as a result of the project.</p>

<p>Health and safety</p>	<p>Many respondents express concerns about the safety of the project or the impact the project may have on people's health, with several respondents expressing these concerns without offering further explanation.</p> <p>Some respondents express concern about possible cancer risks, particularly in children, with a small number of respondents referencing unspecified research they feel shows a possible link between those living in close proximity to electricity cables and increased prevalence of cancer. A few respondents also suggest that research has shown greater instances of depression and heart disease amongst communities living near to electricity cables.</p> <p>A few respondents suggest that there is inconclusive evidence about safety of electricity cables or question whether the safety of the cables has been independently verified.</p> <p>A few respondents feel that no amount of compensation would be worth the potential health risks of the cables.</p> <p>A small number of respondents express specific concerns about the potential impact of the proposed route options on children and staff at Brusna National School and Curraggan National School.</p>
<p>Impact on local amenities</p>	<p>A few respondents express concern about the potential impact of the project on recreational amenities in the area, such as walking and cycling routes without providing further details.</p>
<p>Impact on local businesses</p>	<p>A few respondents express concern that the project may potentially devalue farmland or adversely affect livestock. In particular, a few respondents fear that animals experiencing stress during the construction phase could be at an increased risk of miscarriage.</p> <p>A few respondents suggest that many local people, particularly farmers, have already been subject to compulsory purchase orders during the construction of Ballaghaderreen bypass and comment that any further loss of land would be unacceptable.</p> <p>A few respondents also suggest that there is not enough evidence to demonstrate that the project will not negatively impact the local economy, land prices or farming businesses.</p>

<p>Impact on local residents</p>	<p>Several respondents express concern about the potential negative impact of the project on local residents, without providing further explanation. Other respondent express specific concerns, including that the project may:</p> <ul style="list-style-type: none"> • impact residents' ability to gain planning permission for developments on their land; • impact the town of Ballaghaderreen by dissuading businesses and people from moving to the town; • devalue land in the proposed areas; • restrict access to land or local roads; • devalue house prices; and • adversely affect residents' wellbeing. <p>A few respondents comment that the project does not appear to provide any benefit to local communities, whilst others question what compensation would be awarded to those negatively impacted by the project.</p> <p>A few respondents express concern that EirGrid has not guaranteed that cables will always be constructed more than 50 metres from homes.</p>
<p>Timescale</p>	<p>A few respondents question why the project is being proposed so soon after the construction of the Ballaghaderreen bypass whilst others question why the two projects were not delivered together in order to minimise negative impacts during the construction phase.</p> <p>A few respondents comment that swift consenting and delivery of the project should be a priority for EirGrid going forward as they suggest that consenting new circuits in the North Connacht area has proven challenging and time-consuming in the past.</p>
<p>Tourism</p>	<p>A small number of respondents express concern that the project may negatively impact the local tourist industry, threatening the livelihoods of those who work in this industry.</p> <p>A few respondents feel that the potential negative impact of the project on the visual landscape may reduce the popularity of the area amongst walkers.</p>
<p>Traffic and congestion</p>	<p>A few respondent express concerns about potential road safety and traffic management issues on the strategic national road network during the construction phase.</p>

3.3.3. Suggestions about the North Connacht 110 kV project

Design	
Alternative route	<p>A small number of respondents make suggestions about alternative route options, including:</p> <ul style="list-style-type: none"> • using areas to the north of Ballaghaderreen; • laying cables along existing main roads, including along the Ballaghaderreen bypass; and • hybrid development of underground cables and overhead lines if overhead routes are deemed necessary.
Upgrade current infrastructure	<p>A small number of respondents suggest upgrading existing power lines as an alternative to the proposed connection, including connecting the Moy and Cunghill substations and then connecting to the 220 kV line to the east of Ballymote.</p> <p>A few respondents suggest that overhead line options C and D could utilise existing poles.</p>

Considerations for assessment	
Cost	<p>A few respondents suggest consideration of the different costs of the overhead and underground lines in the project assessment. Other respondents suggest factoring the economic impact of the different options into the assessment.</p>
Design of route	<p>A few respondents suggest that the chosen route should make the best use of local infrastructure and road networks.</p>



Environment	<p>Some respondents make suggestions for the inclusion of environmental considerations in assessments of the project, including:</p> <ul style="list-style-type: none">• the impact on wildlife, particularly the health of wildlife and the protection of swans;• the potential for free energy technologies becoming available in the near future;• the potential for landslides;• landscape and visual impact, particularly the impact on areas of natural beauty;• the history, geology and archaeology of the area; and• conservation areas north of Charlestown.
People and communities	<p>Some respondents make suggestions of factors related to people and communities that they feel should be considered when assessing the project, including:</p> <ul style="list-style-type: none">• considering population density as well as topography when assessing route options;• considering population growth, particularly in Attymass;• the potential impacts of the project on employment in tourism;• health risks to the local community; and• conducting an independent study into the potential impact of the project on land values.
Timescale	<p>A few respondents request further clarification regarding how long an overhead line connection would be in place for if this option were to be chosen. A few respondents also request further information regarding the possibility of undergrounding overhead lines in the future and whether the development of an overhead line impacts the possibility of underground cables being used for future connections.</p> <p>A few respondents suggest that EirGrid should choose the connection option that has the least consenting risk and highest likelihood of delivery.</p>



General	
Other	<p>A small number of respondents make other suggestions related to the project, including:</p> <ul style="list-style-type: none">• further investigation into residential solar power generation;• consideration of Dynamic Line Rating, both within the project and for future upgrades; and• development of non-wired solutions such as Meshed Node SPS and Virtual Battery Network solutions. <p>A few respondents also request a public apology from EirGrid, without providing further details.</p>

Socio-economic	
People and communities	<p>A small number of respondents make suggestions about the project in relation to people and communities, including:</p> <ul style="list-style-type: none">• ensuring overhead lines do not cross any national schools in the area;• conducting research into the potential risks posed by electromagnetic fields emitted from both underground cables and overhead lines;• ensuring road are left in good condition after construction activity, particularly for cyclists; and• effectively communicating with affected landowners.

3.4. Feedback about a battery energy storage facility adjacent to the Kilcolman Estate

A small number of respondents comment on a battery energy storage facility granted planning permission by Roscommon County Council which would be located adjacent to the Kilcolman Estate. **This facility, proposed by a private developer, is not part of the North Connacht 110 kV proposals (or any planned EirGrid development) and therefore not within the scope of this consultation.**

However, several respondents made reference to the battery facility so all comments relating to it have been included here.



3.4.1. *Comments expressing concern for the development of a battery energy storage facility adjacent to the Kilcolman Estate*

General	
Oppose	A few respondents oppose the proposed battery facility in the Kilcolman Estate.

Socio-economic	
Health and safety	A few respondents express concern about the potential fire risk posed by the proposed battery storage facility, referring to incidents in Belgium and the United States of America where there were fires at battery storage facilities.
Impact on local residents	A small number of respondents express concern that the Kilcolman Estate is a residential area with many families and only one access road without specifying further.

4. Feedback about the proposed overhead line options

4.1. Overview

This chapter summarises comments about the development of an overhead line and the overhead line options. Many respondents mentioned 'Attymass' instead of referring to specific overhead line options. Attymass is covered by overhead line options A and B and so responses referring to Attymass have been summarised under 'comments on overhead options A/B'. Responses referring to either overhead line A or overhead line B separately have been coded in the relevant sections.

4.2. Comments about the development of an overhead line

4.2.1. Comments expressing support for the development of an overhead line

Socio-economic	
Cost	A few respondents comment that establishing new grid connections may be easier and cheaper when using overhead lines, particularly when connecting to sources of renewable energy generation.

4.2.2. Comments expressing concern about the development of an overhead line

General	
Oppose	Many respondents express opposition to the development of an overhead line. Comments range from those stating that they do not want or are 'totally opposed' to an overhead line, to those suggesting that an overhead line should not even be proposed as an option.



Environment	
Cultural heritage	<p>A few respondents express concern that the development of an overhead line may negatively impact the cultural heritage of the area, without providing further details.</p> <p>A small number of respondents express concern about the following specific cultural sites which they feel may be negatively impacted by the development of an overhead line:</p> <ul style="list-style-type: none">• listed residential properties;• holy wells;• standing stones;• ringforts; and• burial grounds.
General	<p>A small number of respondents express concern that the development of an overhead line may negatively impact the environment, without providing further explanation.</p>
Hydrology	<p>A few respondents express concern that pedestrian and vehicular traffic during construction of an overhead line may lead to pollution of water ways.</p>
Landscape and visual impact	<p>Many respondents express concern that the development of an overhead line may negatively impact the visual landscape. Respondents fear that the overhead line would be an 'eyesore' that would spoil the scenery in the area.</p> <p>A small number of respondents comment on existing infrastructure in the area that they feel has a negative visual impact, such as wind turbines, forestry plantations, low land developments and towers. They suggest that any additional negative visual impact on the rural landscape from overhead lines would be unacceptable.</p> <p>A few respondents wish to stress the importance of preserving the rural landscape due to the growing popularity of walking routes in the area, particularly during the COVID-19 pandemic.</p>

<p>Noise and vibration</p>	<p>Several respondents express concern that the development of an overhead line may cause increased noise pollution. Some respondents fear that the overhead line would emit a loud, buzzing noise that may negatively impact the quality of life of those living nearby. A few respondents suggest that the wet weather that is common in the west of Ireland may increase the volume of this buzzing.</p> <p>A few respondents express concern that any noise from an overhead line may have a particularly negative effect on school students with certain special needs, particularly those with autism. Others express concern that possible noise pollution from an overhead line may interfere with hearing aids.</p>
<p>Wildlife and ecology</p>	<p>Many respondents express concern that an overhead line may negatively impact wildlife in the area. Some respondents express these concerns without offering further details, whilst other respondents raise specific concerns, including that construction of an overhead line may:</p> <ul style="list-style-type: none"> • negatively impact livestock; • destroy habitats and impact biodiversity by disrupting hedgerows, wetland, woodland and waterways; • present a particular risk to birds in the area such as ground-nesting birds, the corncrake, curlew, wag tail and house sparrow; • present a risk to animals including otters, mink and mussels; • introduce invasive species to the area, such as the rhododendron; and • negatively impact species rich areas, such as the Ardkill area and boglands near to Ballaghaderreen. <p>Some respondents express concern about the risk of potential bird collisions with the overhead lines.</p> <p>A few respondents comment that construction of an overhead line could negatively impact fifteen special areas of conservation located near Ballaghaderreen including three bogs.</p> <p>A few respondents also fear that possible radiation from the overhead line could be harmful to animals.</p>

Socio-economic	
Cost	<p>A few respondents highlight issues that they feel should be factored into the cost of an overhead line, such as the payment of compensation due to a potential increase in cancer risk for those living near to the overhead line or possible damage to archaeological sites and impacts on tourism.</p> <p>A few respondents suggest that an overhead line may cost more than an underground cable due to a greater need for maintenance. Others suggest that the two options may cost a similar amount and therefore question why an overhead line is being considered.</p> <p>A few respondents comment that the use of materials such as reinforced steel may make an overhead line more expensive than an underground cable.</p>
Health and safety	<p>Many respondents express concern that an overhead line may pose a risk to the health of those living nearby, without providing further details.</p> <p>Many respondents express specific concerns that the development of an overhead line may cause an increased risk of cancer for those living nearby, particularly children. Some of these comments highlight studies showing a link between increased rates of cancer within communities living near to overhead electricity lines. A few respondents comment that an overhead line may also increase the risk of motor neuron disease for those living nearby.</p> <p>Some respondents express concern about the electromagnetic field of an overhead line potentially negatively impacting the health of residents.</p> <p>A few respondents feel that even if the risk to health is small, they would still not want an overhead line. Others comment that the use of metal or timber poles for an overhead line is not significant, as the line still presents a health risk whichever material is used.</p> <p>A few respondents express specific concerns about the risks to health posed by an overhead line running through Kilcolman Estate and near to a local school.</p>



<i>Impact on local amenities</i>	<p>A few respondents express concern that an overhead line may impact local amenities, without providing further details.</p> <p>A few respondents fear that an overhead line could negatively impact the visual landscape surrounding walking routes. Others express concern that an overhead line could prove detrimental to public rights of way in the area without providing further detail as to how.</p> <p>A few respondents also question what impact an overhead line may have on the direct flight path of the local airport without specifying further.</p>
<i>Impact on local businesses</i>	<p>Several respondents express concern about the impact that the development of an overhead line may have on farming businesses in the area, including concerns that the development of an overhead line may:</p> <ul style="list-style-type: none">• impact farmers' ability to obtain planning permission;• cause disruption to livestock during construction and maintenance activity;• diminish the value of farmland; and• cause disruption to daily farming operations, particularly during maintenance activity. <p>Some respondents also express concern about the risks posed by stray voltage to livestock. A few respondents highlight cases in the U.S. where compensation was awarded to dairy farmers after the health of their livestock was adversely affected by stray voltage from overhead lines.</p> <p>Respondents also highlight research demonstrating that overhead lines emit UV light which is only visible to animals. Respondents claim this can result in livestock not grazing near to overhead lines, therefore reducing the amount of productive farmland available to farmers.</p> <p>A few respondents highlight that many farms in the area are relatively small, meaning the proportional impact of an overhead line on their land would be significant.</p> <p>A few respondents fear that the development of an overhead line may discourage people from moving to the area, which they feel would negatively impact local businesses.</p>



<i>Impact on local residents</i>	<p>Some respondents express general concerns about the development of an overhead line on the grounds that it may negatively impact the local community, without offering further details.</p> <p>Many respondents express concern that the development of an overhead line could reduce property values in the area, both in terms of residential properties and land. Other respondents also question what compensation landowners would receive if the overhead line were to pass through their land.</p> <p>Several respondents fear that the development of an overhead line could make it more difficult for them to gain planning permission for future builds on their land, particularly residential properties. A few respondents suggest that a reduction in the amount of land available for residential properties could negatively impact the development of the area and the ability of young people to live locally.</p> <p>A small number of respondents express concern that the development of an overhead line could negatively impact the wellbeing of local people.</p>
<i>Reliability and maintenance</i>	<p>A small number of respondents express concern about the risk of damage to overhead lines during adverse weather events, with a few respondents suggesting this makes them less reliable and more hazardous than underground cables. A few respondents suggest that this risk will only increase as the frequency of storms increases due to climate change.</p> <p>A small number of respondents comment that timber poles may be unreliable and prone to damage during storms.</p>
<i>Timescale</i>	<p>A few respondents express concern that the development of an overhead line may cause delays in delivering the project, due to potential challenges from local people during the consent and construction process.</p>



Tourism	<p>Some respondents express general concern about the impact that an overhead line could have on tourism in the area, without offering further details.</p> <p>Some respondents wish to highlight the importance of tourism to the local economy, describing it as a 'key industry' that provides employment for many local people.</p> <p>Several respondents stress the importance of the rural landscape and natural beauty of the area in attracting visitors. Respondents fear that the potential visual impact of an overhead line would therefore result in less tourists travelling to the area for walking, cycling or to visit cultural heritage sites.</p> <p>A few respondents also express concern that the development of an overhead line could adversely affect lakes Conn and Cullin, therefore negatively impacting fishing tourism.</p>
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4.2.3. *Suggestions about the development of an overhead line*

General	
General	<p>A small number of respondents make suggestions related to the development of an overhead line, including:</p> <ul style="list-style-type: none">• localised undergrounding of the cable where sufficient distance from residential properties cannot be maintained and in areas of natural beauty;• research into the potential health risks of using an overhead line;• assess the potential impact on tourism that an overhead line may have;• establish a route for the overhead line that maintains the maximum possible distance from dwellings, schools, and places of work; and• build the overhead line along existing roads.

4.3. Comments on overhead line option A

4.3.1. Comments expressing support for overhead line option A

General	
Support	A few respondents express general support for overhead line option A, without further explanation.

Design	
Design of route	A few respondents support overhead line option A as it may provide an opportunity to improve grid capacity by establishing a connection to the Glenree substation.

Socio-economic	
Cost	A few respondents support option A for its potential to provide relatively cheap connections to sources of renewable energy generation.
Impact on local residents	A few respondents express support for option A either because they feel it is the route furthest away from populated areas or because it is the route furthest away from their property.

4.3.2. Comments expressing concern about overhead line option A

General	
Oppose	Several respondents express general opposition to overhead line option A. Responses range from those commenting that they do not want an overhead line in their area or near their home, to those who 'strongly object' to option A or who feel this route option is unviable.



Design	
Design of route	<p>A few respondents express concern that option A passes through rocky terrain that is potentially unsuitable for construction of an overhead line.</p> <p>A few respondents also question why the route passes near to Bonniconlon and features a number of turns, suggesting that this does not appear to be the most direct route.</p>

Environment	
Cultural heritage	<p>A small number of respondents express concern that overhead line option A may negatively impact archaeological and historical sites along the proposed route.</p> <p>A few respondents highlight sites of historical significance that may be impacted, including:</p> <ul style="list-style-type: none">• archaeological findings in the valley of Glenree associated with the Céide Fields interpretive centre;• ring forts, standing stones and unmarked graves; and• ancient underground tunnels.
General	<p>A few respondents express general concern about overhead line option A on the grounds that it may have a negative environmental impact, without providing further explanation.</p>
Landscape and visual impact	<p>Several respondents express concern that overhead line option A may negatively impact the visual landscape.</p> <p>Some respondents highlight that the proposed route passes through areas of natural beauty, particularly the Glenree area, which may be spoilt by the presence of an overhead line. A few respondents also fear that overhead line option A may disrupt scenic views along local walking and cycle routes.</p> <p>Some respondents highlight that the Bonniconlon and Glenree area has a number of existing overhead lines and windfarms, including overhead lines running through the Ox Mountains, that they feel already negatively impact the visual landscape. Respondents therefore do</p>

	not want any further infrastructure adversely impacting the views of the rural landscape.
Wildlife and ecology	<p>Some respondents express concern about the potential impact of overhead line option A on wildlife and ecology.</p> <p>A small number of respondents claim the proposed route passes through Special Areas of Conservation, including Lough Hoe Bog SAC and Ox Mountains Bog SAC, that may be adversely affected by an overhead line.</p> <p>A few respondents list species found along the proposed route which they feel may be at risk, such as bats, red squirrels, hares and various species of bird. In particular, a few respondents highlight that the Glenree valley is a migration route for geese and swans and that an overhead line may pose a risk to these birds.</p> <p>A few respondents express concern that overhead line option A may impact the water quality of Glenree river, which is a habitat for salmon and sea trout.</p>

Socio-economic	
Health and safety	<p>A small number of respondents raise concerns about potential landslides during the construction of overhead line option A, due to the mountainous and boggy terrain along the proposed route.</p> <p>A few respondents also highlight that some fields along the proposed route are used for activities during the Bonniclon Show. They fear that an overhead line in these fields could pose a risk to safety.</p> <p>A small number of respondents comment that they live near to the proposed route and are therefore concerned about the potential risks to their health that the overhead line could pose. These respondents express similar concerns about health to those outlined in the previous section, such as concerns about a possible increased risk of cancer.</p>
Impact on local amenities	<p>A few respondents express concern about the potential impact of overhead line option A on walking routes in the area, including the Western Way and various loop walks around Bonniclon.</p>



	<p>A few respondents also comment that the proposed route crosses fields in which the Bonnicolun Show is held and express concern about the potential negative impact the overhead line could have on the show.</p> <p>A few respondents raise concern that option A may cross over their local Gaelic Athletic Association pitch.</p>
<i>Impact on local businesses</i>	<p>A few respondents, some of whom own farmland along the proposed route, express concern that overhead line option A may devalue farmland and negatively impact farm operations, particularly by limiting the use of land for livestock.</p>
<i>Impact on local residents</i>	<p>A few respondents express concern about the possibility of overhead line option A running near to or over their property, without offering further explanation.</p> <p>A small number of respondents fear that overhead line option A may devalue their property and impact their ability to gain planning permission for future building developments on their land.</p> <p>A few respondents highlight instances where the proposed route may traverse a new dwelling built since January 2020, suggesting this would be unacceptable for the homeowners.</p> <p>A few respondents express concern that construction of overhead line option A may inconvenience local residents, particularly those who have dealt with previous disruption during the construction of windfarms in the local area.</p>
<i>Tourism</i>	<p>A few respondents fear that overhead line option A may negatively impact tourism in the area, without offering further explanation.</p> <p>A small number of respondents highlight heritage sites and cycling and walking routes along the proposed option A route, including the EV-1 cycle corridor and the Western Way, that they view as essential to tourism in the area. Respondents fear that overhead line option A may negatively impact visitors' experience of these heritage sites and walking and cycling routes and subsequently impact the tourist industry.</p>

4.3.3. *Suggestions for overhead line option A*

General	
General	<p>A few respondents make suggestions related to overhead line option A, including that:</p> <ul style="list-style-type: none"> the route should follow the path of underground option 1; and Church Road should be investigated as an alternative route to option A.

4.4. *Comments on overhead line option A/B*

4.4.1. *Comments expressing support for overhead line option A/B*

There are no comments expressing support for the development of overhead lines in the Attymass area.

4.4.2. *Comments expressing concern about overhead line option A/B*

General	
Oppose	Several respondents express general opposition to the development of overhead lines through or near Attymass.

Design	
Design of route	A few respondents question why overhead line options A and B feature so many turns, rather than following more direct routes.

Environment	
Cultural heritage	Some respondents emphasise the cultural and historical significance of the Attymass area and express concern that overhead line options A and B may negatively impact the cultural heritage of the region.

	<p>A few respondents highlight specific historical sites that they feel should be protected, including:</p> <ul style="list-style-type: none"> various famine graves, holy wells, forts, crannogs, and Ogham stones; the site of the 'famine cottage' that was relocated to the Irish Famine Memorial in New York; and the ruins of Kildermot monastic abbey.
Landscape and visual impact	<p>Many respondents express concern about the potential negative visual impact of overhead line options A and B. Respondents highlight the natural features of Attymass and the surrounding areas, such as lakes, mountains, and woodland, and suggest that the development of an overhead line would not be in keeping with the rural nature of the landscape. Respondents express this view in strong terms, for example, suggesting that the development of an overhead line in this area would 'devastate' the natural beauty of the landscape.</p> <p>Some respondents also highlight walking routes in the Attymass area that they feel would be impacted by overhead line options A and B, suggesting that views of the scenic landscape along these walking routes would be disrupted by 'ugly' towers.</p>
Wildlife and ecology	<p>A few respondents express concern that overhead line options A and B may negatively impact species found in the areas around Attymass, such as otters, mussels, mink, bats, buzzards, peregrines, swans and red squirrels.</p> <p>A few respondents comment that Attymass is recognised as a Special Area of Conservation, whilst other respondents raise concern that the area has numerous lakes and streams, including Ballymore Lough, that could be contaminated by overhead line options A or B.</p>

Socio-economic	
Cost	<p>A few respondents query the cost of each of the overhead line options, suggesting that overhead line options A and B appear to be the longest and therefore may be the most expensive.</p>

Health and safety	<p>Some respondents express concerns about the potential health risks of overhead line options A and B to those living near to the proposed routes, without providing further details.</p> <p>A few respondents raise specific concerns about potential health risks to children and possible increased risks of cancer for those living near to the routes proposed for overhead line options A and B. Other respondents raise specific concerns about the potential for their household heat recovery systems to pump radiation from the overhead line into their homes.</p>
Impact on local amenities	<p>Some respondents highlight local amenities in Attymass and the surrounding area that they feel may be negatively impacted by overhead line options A and B, including:</p> <ul style="list-style-type: none"> • various loop walks that cross the path of the proposed routes; • the Friar Peyton Memorial Centre; and • recreational activities including fishing, kayaking and swimming at lakes such as Lough Brohly and Ballymore Lough.
Impact on local businesses	<p>A small number of respondents express concern that overhead line options A and B may negatively impact farming businesses in the Attymass area.</p> <p>A few respondents also fear that the potentially detrimental visual impact of overhead line options A and B on the rural landscape could discourage tourists from visiting the area and therefore pose a risk to jobs at the Friar Peyton Memorial Centre.</p>
Impact on local residents	<p>Some respondents comment that they live in Attymass and do not want overhead lines near their homes. Others emphasise that they will not provide access to their land for the construction of overhead line options A and B.</p> <p>A few respondents fear that overhead line options A and B may negatively impact the wellbeing of residents, whilst others feel that the construction of the overhead lines would not bring any benefits to the community of Attymass.</p> <p>A few respondents also express concern that property prices and the ability of residents to gain planning</p>

	permission on their land may be negatively impacted by overhead line options A and B.
Tourism	<p>Several respondents express concern about the potential impact of overhead line options A and B on tourism, particularly in Attymass and the surrounding areas.</p> <p>Some respondents repeat concerns about potential negative impacts to the visual landscape and cultural heritage of the area outlined in previous sections, suggesting that these impacts may discourage tourists from visiting Attymass.</p> <p>A few respondents suggest that Attymass is a significant tourist destination, particularly due to the Friar Peyton Memorial Centre, and emphasise the reliance of the local economy on tourism.</p>

4.4.3. *Suggestions for overhead line option A/B*

No suggestions are made in relation to the option of overhead lines in the Attymass area.

4.5. *Comments on overhead line option B*

4.5.1. *Comments expressing support for overhead line option B*

Design	
Design of route	A few respondents express support for overhead line option B because they suggest it follows the route of the bypass.

Socio-economic	
Impact on local residents	A few respondents express support for overhead line option B as they own land along the proposed route and would consider allowing the construction of towers on this land.

4.5.2. Comments expressing concern about overhead line option B

General	
Oppose	Several respondents express general opposition to overhead line option B. Responses range from those stating they do not want option B, without offering further explanation, to those specifically opposing any overhead line that runs through the Brusna, Ballaghaderreen, Kilmovee or Derrinacantha areas.

Design	
Design of route	<p>Some respondents express concern about the construction of overhead line option B. Respondents comment that access to this route would involve narrow private roads that are potentially unsuitable for the transportation of towers and construction materials and whose use would require negotiation with landowners.</p> <p>A few respondents express concern about the poor quality of ground in the area proposed for option B as they feel that the ground conditions require the construction of haul roads to access the pylon locations. Furthermore, a few respondents comment that the poor-quality ground would mean the movement of heavy machinery would result in irreversible damage to subsoil.</p> <p>A few respondents express concern that the local area is at risk of flooding without specifying further.</p> <p>A few respondents comment that overhead line option B appears to be the longest of the proposed routes and therefore potentially the most expensive.</p>

Environment	
Cultural heritage	<p>Some respondents express concern that access to pylon locations along the route of overhead line option B may require temporary removal of stone walls, some of which they claim to be over 200 years old.</p> <p>A few respondents also raise concerns about archaeological sites, such as tombs, hut sites, and ring forts, along the proposed route that could be adversely affected by the installation of an overhead line.</p> <p>A few respondents express concerns about the potential visual impact of option B on a local sixth century monastery.</p>
Hydrology	<p>A few respondents express concern that construction of overhead line option B may negatively impact a tributary of the River Moy which is a sensitive river protected by EU law under the Green, Low-Carbon, Agri-Environment Scheme (GLAS). They comment that works adjacent to this tributary would be subject by law to the restricted Inland Fisheries Ireland working times.</p> <p>A few respondents also express concern about the potential impact of construction of overhead line option B on Brusna Water Scheme supply wells.</p> <p>A few respondents raise concerns that there could be disruption to water courses along the proposed route during construction.</p>
Landscape and visual impact	<p>Several respondents express concern about the potential negative visual impact of overhead line option B.</p> <p>As with previous options, respondents highlight the 'unspoilt' nature of the landscape along the proposed route and suggest that overhead line option B would damage the natural beauty of the landscape.</p> <p>A few respondents highlight walking routes along the option B corridor, including the Foxford Way and the Prebaun Loop walk, suggesting that the scenic views along these routes may be negatively impacted by overhead line option B.</p> <p>A few respondents also highlight the presence of existing power lines at certain points along the proposed route,</p>



	suggesting that any further negative visual impact from overhead line option B would be unacceptable.
Noise and vibration	A few respondents express concern about noise disturbance during construction and operation of overhead line option B. Respondents suggest that noise pollution from the overhead line may worsen during low cloud conditions.
Wildlife and ecology	<p>Several respondents express concern about the potential negative impact of overhead line option B on wildlife along the proposed route. Concerns include:</p> <ul style="list-style-type: none">• the potential impact of electromagnetic fields from the overhead line on wildlife, including livestock;• that existing conservation areas north of Charlestown may be adversely affected;• possible disturbance of badger setts along the proposed route by heavy machinery during construction;• the potential hazard posed by the overhead line to birds;• that peat land in Killasser is thought to be a habitat for the curlew, and that construction and operation of an overhead line may negatively impact this endangered species; and• that removal or fragmentation of verges and hedgerows during construction and maintenance of the overhead line could reduce the ecological value of these habitats.

Socio-economic	
Health and safety	A few respondents express concern about the proximity of overhead line option B to residential properties and the national school in Attymass, suggesting that this poses a safety risk, and in particular are concerned about electromagnetic fields emitted from the overhead line.
Impact on local amenities	A few respondents raise concerns that overhead line option B may impact local residents' desire to use a new children's playground and running track that is currently being developed near the village of Brusna.

Impact on local businesses	A few respondents fear that overhead line option B may devalue agricultural land and negatively impact farming operations along the proposed route.
Impact on local residents	<p>A few respondents express concern that overhead line option B runs through heavily residential areas. Other respondents raise concerns about the proximity of option B to their property or village, without offering further explanation.</p> <p>A few respondents fear that overhead line option B may devalue their own property or other properties in the area, whilst others suggest that it may make the area less attractive for people to live in.</p>
Tourism	A few respondents express concern that the potential negative impacts of overhead line option B on the visual landscape and local walking routes outlined in a previous section may have an adverse impact on local tourism.

4.5.3. Suggestions for overhead line option B

No suggestions are made with regard to overhead line option B.

4.6. Comments on overhead line option C

4.6.1. Comments expressing support for overhead line option C

Design	
Design of route	A few respondents express support for overhead line option C on the grounds that it follows the path of the N26 road.

Environment	
Landscape and visual impact	A few respondents express support for overhead line option C on the grounds that it does not pass through scenic areas around Callow lake.

Socio-economic	
Cost	A few respondents express support for overhead line option C as they feel it would be the most cost-effective overhead line option.
Impact on local residents	A few respondents express support for overhead line option C on the grounds that it runs parallel to the N5 road and appears to mainly pass through farmland or woodland. Other respondents comment that they favour overhead line option C as it is located outside the Knockmore area.
Timescale	A few respondents feel that overhead line option C may shorten the timescale of the project if cables can be placed on existing poles.

4.6.2. Comments expressing concern about overhead line option C

General	
Oppose	Several respondents express general opposition to overhead line option C. Responses range from those stating their objection to the proposed route without further explanation to those stating that they do not want an overhead line near to where they live.

Design	
Design of route	A few respondents express concern that the land along the proposed route of overhead line option C is potentially unsuitable, particularly as it may be at risk of flooding.



Environment	
Cultural heritage	<p>Some respondents express concern that access to pylon locations along the route of overhead line option C may require the temporary widening of gaps in stone walls which are currently maintained in accordance with the GLAS Scheme.</p> <p>A few respondents also raise concerns about archaeological sites, such as tombs, hut sites and ring forts, along the proposed route that could be adversely affected by the installation of an overhead line.</p>
Hydrology	<p>A few respondents raise concern that construction of overhead line option C could have a detrimental impact on the protected tributary of the River Moy referred to previously in relation to option B.</p> <p>A few respondents express concern about the possible impact of the construction of option C on Brusna Water Scheme supply wells.</p>
Landscape and visual impact	<p>Several respondents express concern about the potential negative visual impact of overhead line option C. Respondents feel that overhead line option C would be detrimental to the natural beauty of the landscape along the proposed route.</p> <p>A few respondents also fear that the scenic views along walking routes in the area may be negatively impacted by overhead line option C.</p>
Noise and vibration	<p>A few respondents express concern about potential noise pollution from overhead line option C, particularly during low cloud conditions.</p>

Wildlife and ecology	<p>A small number of respondents express general concern about the impact of overhead line option C on wildlife and ecology, particularly protected animals, without offering further explanation. Others raise specific concerns about badger setts located on land within the option C corridor that could be disturbed during construction of the overhead line.</p> <p>A few respondents also express concern about potential adverse effects of electromagnetic fields from overhead line option C on the health of cattle that graze in areas along the proposed route.</p>
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Socio-economic	
Health and safety	<p>A small number of respondents express concern about overhead line option C on the grounds that it may pose a health risk, particularly due to electromagnetic fields emitted from the overhead line.</p> <p>Respondents raise specific concerns about potential risks to the health of children attending Culmore National School, which is located near to the proposed option C corridor.</p>
Impact on local amenities	<p>A few respondents express concern that overhead line option C could have an impact on the willingness of local residents to use the new children's playground and running track in Brusna previously referred to with regard to option B.</p> <p>A few respondents express concerns that the location of option C is unsuitable due to the active use of land in the local area without providing further details.</p>
Impact on local businesses	<p>A few respondents fear that overhead line option C may devalue agricultural land and negatively impact farming operations along the proposed route, particularly in Cortoonduff.</p>

<p>Impact on local residents</p>	<p>A few respondents express concern that overhead line option C runs through heavily residential areas. Other respondents raise concerns that overhead line option C runs near to their property or village, including the villages of Foxford and Charlestown, without offering further explanation.</p> <p>A small number of respondents comment that overhead line option C may devalue their own property or other properties in the area, whilst others suggest that it may impact residents' ability to gain planning permission for future developments.</p> <p>A few respondents raise concerns that overhead line option C could negatively impact the wellbeing of local residents.</p> <p>A few respondents also express concern that overhead line option C appears to pass near to a school.</p>
<p>Tourism</p>	<p>A few respondents express concern that overhead line option C may make the area a less attractive place to visit, due to the previously mentioned concerns about impacts to the visual landscape and walking routes, and therefore may have adverse effects on the tourist industry.</p>

4.6.3. Suggestions for overhead line option C

General	
<p>General</p>	<p>A few respondents suggest that there may be an opportunity to transfer overhead line option C underground when work commences on the proposed N4 road widening.</p>

4.7. Comments on overhead line option D

4.7.1. Comments expressing support for overhead line option D

Design	
Design of route	<p>A few respondents express general support for overhead line option D, without providing further explanation.</p> <p>A few respondents express support for overhead line option D on the grounds that it appears to pass through more built-up areas and near to a main road.</p>

Environment	
Landscape and visual impact	<p>A few respondents express support for overhead line option D as they feel that it may have less of an impact on the visual landscape than the other overhead line options.</p>

Socio-economic	
Impact on local residents	<p>A few respondents express support for overhead line option D on the grounds that it may affect fewer local residents than the other overhead line options.</p>

4.7.2. Comments expressing concern about overhead line option D

General	
Oppose	<p>Several respondents express general opposition to overhead line option D. Responses range from those stating their objection to the proposed route without further explanation to those stating that they do not want an overhead line near to where they live. In particular, respondents express opposition to the development of an overhead line in the Ballaghaderreen, Foxford, Swinford, and Charlestown areas.</p>



Design	
Design of route	A few respondents express concern that the land along the proposed route of overhead line option D is potentially unsuitable, particularly as it may be at risk of flooding.

Environment	
Cultural heritage	A few respondents raise concerns about archaeological sites along the proposed route of overhead line option D, such as tombs, hut sites, ring forts, and unmapped caves that could be adversely affected by the installation of an overhead line.
Landscape and visual impact	<p>Several respondents express concern about the potential negative visual impact of overhead line option D. Respondents feel that overhead line option D would be detrimental to the picturesque nature of the landscape along the proposed route, particularly in the areas of Brusna, Foxford and Shanwar.</p> <p>A few respondents also fear that the scenic views along walking routes in the area, particularly the Callow Loop walk, may be negatively impacted by overhead line option D.</p> <p>A small number of respondents claim that overhead line option D may be unviable due to landscape designations along the proposed corridor. Respondents suggest that areas with highly scenic viewpoints along the route of overhead line option D may be protected from development under the Mayo County Council Development Plan.</p>
Noise and vibration	A few respondents express concern about potential noise emitted from overhead line option D, particularly the impact this may have on autistic children living close to the proposed route.
Wildlife and ecology	A few respondents express concern about the potential impact overhead line option D may have on wildlife and habitats along the proposed route without providing further details.

Socio-economic	
Health and safety	A few respondents express concern about overhead line option D on the grounds that it may negatively impact the physical and mental health of those living nearby without specifying further.
Impact on local amenities	<p>A few respondents raise concerns that overhead line option D may impact the desire of local residents to use the new children's playground and running track near the village of Brusna referred to with regard to options B and C.</p> <p>A small number of respondents express concern that overhead line option D may pose a hazard to air traffic from Knock airport.</p>
Impact on local businesses	A few respondents express concern that overhead line option D may devalue agricultural land and negatively impact farming operations along the proposed route.
Impact on local residents	<p>A few respondents express concern that overhead line option D runs through heavily residential areas. Other respondents raise concerns that overhead line option D runs near to their property or village, including the villages of Foxford and Church Park, and fear that residents' quality of life and wellbeing could be negatively impacted by their concerns about the safety of the overhead line.</p> <p>A small number of respondents fear that overhead line option D may devalue their own property or other properties in the area, whilst others suggest that it may impact residents' ability to gain planning permission for future developments.</p> <p>A few respondents also express concern that overhead line option D appears to pass near to a school.</p>
Reliability and maintenance	A few respondents express concern about overhead line option D on the grounds that the proposed area is prone to forest fires in the summer months.



Tourism	A few respondents express concern that overhead line option D may make the area a less attractive place to visit, due to the previously mentioned concerns about impacts to the visual landscape and walking routes, and therefore may have adverse effects on the tourist industry.
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4.7.3. Suggestions for overhead line option D

General	
General	A few respondents suggest that certain sections of overhead line option D could be undergrounded, particularly in areas where the route passes through highly scenic views.

5. Feedback about the proposed underground cable options

5.1. Overview

This chapter summarises comments on the development of an underground cable and the proposed underground cable options.

5.2. Comments about the development of an underground cable

5.2.1. Comments expressing support for the development of an underground cable

General	
Support	<p>Many respondents express general support for the development of an underground cable. Responses range from those stating that an underground cable is their preferred option to those stressing that the development of an underground cable is a necessity. For example, some respondents describe an underground cable as the 'only' option for them and the local community.</p> <p>Some respondents express support for the development of an underground cable as they comment that technological improvements have made the option more feasible and that it is the option used by most other European countries.</p> <p>A few respondents comment that underground cables are the technology used by wind farms and the undersea connection EirGrid is building to France and therefore EirGrid should use one for this project.</p>

Environment	
General	<p>Some respondents comment that they support the development of an underground cable for environmental reasons, either without offering further detail or because they feel that switching to a larger underground cable if required in the future would have a reduced environmental impact compared to switching cables in an overhead line.</p>

Cultural heritage	A few respondents suggest that an underground cable would cause minimal disruption to historic sites in the area as the route options all follow roads.
Noise and vibration	A few respondents comment that they prefer an underground cable as, they suggest, it would not emit noise and therefore cause noise pollution.
Wildlife and ecology	<p>A few respondents comment that an underground cable would cause less disturbance to nature without providing further details.</p> <p>A few respondents suggest that an underground cable is the best option for the safety of wildlife as it would not pose a hazard to birds and bats in flight.</p>
Landscape and visual impact	<p>Many respondents express support for the development of an underground cable for aesthetic reasons. They feel it may have less of a negative visual impact than an overhead line as it would not be visible once construction was complete. Some respondents comment on the importance of the area's rural landscape, suggesting that an underground cable may help to preserve views and be less of an 'eyesore'. Other reasons respondents comment in favour of an underground cable in relation to visual impact are:</p> <ul style="list-style-type: none"> • the desire to preserve the landscape in areas known for their 'unspoiled' natural beauty such as Attymass and the Moy Valley region; • the belief that the local landscape has already been negatively affected by existing overhead lines, towers and wind turbines; and • the belief that the development of an overhead line would be unfair as domestic builds that would detrimentally impact the landscape would not receive planning permission.

Socio-economic	
Cost	<p>A few respondents comment that whilst an underground cable may be more expensive, the cost is worth it. Others suggest that an underground cable may be cheaper long-term, due to a potential reduction in maintenance costs.</p> <p>A few respondents feel that EirGrid's profitability mean it could afford to pay for an underground cable. Others suggest that as EirGrid's income is generated by taxpayers then the public should be able to decide which option is chosen, regardless of whether it is more expensive.</p> <p>A small number of respondents comment that there is no difference between the cost for the overhead line and underground cable options.</p>
Timescale	<p>A few respondents express support for the development of an underground cable as they comment that previous projects in Ireland with proposed overhead lines have had significant delays in gaining consent and constructing the lines due to local opposition. They believe that an underground cable would avoid these delays and therefore be operational in a shorter timescale which they feel should be EirGrid's priority.</p>
Reliability and maintenance	<p>Some respondents suggest that an underground cable is less likely than overhead lines to be damaged by adverse weather events, with a few respondents highlighting that the area frequently experiences storms and high winds. A few respondents feel that an underground cable may help to future-proof the infrastructure against the effects of climate change.</p> <p>A small number of respondents also suggest that it may be easier to carry out maintenance on an underground cable as there is improved access because the underground cable routes follow the existing road network.</p> <p>A few respondents comment that there may be lower transmission losses with an underground cable. Others express support for an underground cable because it would have a reduced risk of damage through human activity such as accidents, sabotage or theft.</p>



Health and safety	<p>Several respondents express support for the development of an underground cable as they feel it may be less detrimental to their physical and mental health than an overhead line.</p> <p>A small number of respondents suggest that an underground cable may be safer than an overhead line during stormy weather and that the development of an underground cable would decrease the risk of fire. Other respondents express support for an underground cable because it would not pose a risk to low flying aircraft.</p> <p>A small number of respondents comment that an underground cable may present fewer health risks as it would have a decreased range of EMF compared to an overhead line and emit less EMF.</p>
Impact on local residents	<p>A small number of respondents suggest that an underground cable would be the 'fair' choice for affected local residents and would meet with less resistance from them than an overhead line.</p> <p>A small number of respondents comment that an underground cable would improve the wellbeing of local residents as they feel that people do not want to live in close proximity to an overhead line.</p> <p>A few respondents suggest that the development of an underground cable would not have a detrimental impact on property value. Others comment that an underground cable would lead to less restrictions for future development in local communities.</p> <p>A few respondents also express support for the development of an underground cable for the following reasons related to the impact on local residents:</p> <ul style="list-style-type: none">• it would retain the character of their village;• it would cause only limited, short-term impacts to local communities; and• there would be no issues with compensation.
Impact on local amenities	<p>A few respondents support the development of an underground cable as they comment on the importance of local areas, particularly those around Attymass and the Ox Mountains, for walkers and campers and suggest an underground route would offer minimal disruption to them as it would follow the existing road network.</p>

Tourism	<p>Some respondents wish to stress the importance of using an underground cable to preserve the rural landscape in order to maintain tourism in the area, especially in the Ox Mountains.</p> <p>A few respondents express support for an underground cable as they feel it would have no impact on the tourism sector.</p>
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5.2.2. Comments expressing concern about the development of an underground cable

General	
Oppose	Some respondents oppose the development of an underground cable without providing further details.

Environment	
Wildlife and ecology	A small number of respondents express concern that the development of an underground cable could cause negative ecological impacts as trenches would need to be excavated during the construction phase and this could affect or kill wildlife such as beetles, slugs, bees and wasps.

Socio-economic	
Cost	A few respondents comment that the development of an underground cable could be more expensive than the development of an overhead line and therefore may not be a realistic, cost effective option for EirGrid. Others express concern that there has been no independent review of the cost of the underground cable options.
Construction timetable	A few respondents comment that construction of an underground cable may take longer than an overhead line.



<i>Health and safety</i>	<p>A small number of respondents express concern that although the possible health risks of underground cables are lower than the overhead options, they still emit EMF and could therefore be detrimental to local residents.</p>
<i>Impact on local residents</i>	<p>A few respondents comment in general terms that they believe the underground cable options would be detrimental to the local community.</p> <p>A small number of respondents express concern that installation of an underground cable could cause greater traffic disruption than construction of an overhead line, referring to previous underground cable projects which caused disruption.</p> <p>A few respondents comment that the creation of a defined protective strip on either side of the underground cable could reduce the number of livestock that farmers could keep on their land and so damage the employment prospects for future farmers.</p> <p>A few respondents express concern that as the underground option could emit EMF, then this may impact the lives and routines of local residents.</p>

5.2.3. Suggestions about the underground cable

General	
Alternative locations	<p>A small number of respondents suggest that an underground cable should run alongside the existing N5 as it would be a more direct route, have reduced environmental impact and would have minimal impact on local communities as the road experiences less traffic than neighbouring bypasses.</p> <p>A few respondents request installation of the underground cable beside the new Ballaghaderreen bypass as there is limited residential development on that route. In addition, respondents comment that the choice of the bypass route would reduce the disruption to farmland, wildlife and cultural heritage.</p> <p>A few respondents suggest that the underground cable could be laid alongside the N4 during the proposed widening of this road.</p> <p>A few respondents suggest that the underground cable should be located alongside a main road, without offering a specific road suggestion.</p>
Selection criteria	<p>A few respondents suggest that the distance from residential areas should be considered in taking a decision, with the route furthest from residential areas preferred.</p> <p>A few respondents request that minimising environmental impact should be part of the selection criteria, with preference being given to the option which has the least environmental impact.</p> <p>A few respondents suggest the following alternative selection criteria should decide the chosen route:</p> <ul style="list-style-type: none"> • financial viability; • length of route with the shortest preferred; • accessibility; and • views of local residents.
Other	<p>A few respondents suggest that people in Ireland may be happy to pay extra for underground cables in order to protect the visual landscape.</p>



	<p>A few respondents request minimum disruption to local residents during the installation of an underground cable option if one is selected.</p> <p>A few respondents suggest increasing the capacity of the underground cable option to 220 kV. Others request that the underground cable is designed to allow future developments in capacity.</p>
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5.3. Comments on underground cable option 1

5.3.1. Comments expressing support for underground cable option 1

General	
Support	<p>A small number of respondents express general support for underground cable option 1, either without specifying further or because they feel it would be the least detrimental.</p>

Design	
Design of route	<p>A small number of respondents express support for underground cable option 1 due to certain design features of the route, including that the route:</p> <ul style="list-style-type: none">• largely follows the path of main roads such as the N5, potentially reducing the environmental impact and allowing for easier maintenance;• has existing space for adding services;• covers a large area allowing it to provide widespread support;• passes Glenree 110 kV substation which has limited capacity that would benefit from a connection to the new line;• works with existing topography and infrastructure;• appears to be the most direct of the three underground options; or <p>may have less of a negative visual impact as it travels through already built up areas such as the major local towns.</p>

Environment	
Cultural heritage	A few respondents express support for underground cable option 1 because it would cause little disruption to way marked trails in the Larganmore, Glanduff and Lough Talt regions which they feel are areas of crucial historical significance.
Landscape and visual impact	<p>A small number of respondents express support for underground cable option 1 because it is underground and so would not have a negative visual impact. A few respondents emphasise that choice of this underground option would be particularly important if Bonniclonlon is selected as a location because of the natural beauty of the area.</p> <p>A few respondents comment that this underground option avoids the special area of conservation in the Ox Mountains.</p>
Socio-economic	
Cost	A few respondents comment that the proximity of option 1 to primary national roads could reduce construction costs for the project.
Health and safety	A few respondents express support for underground cable option 1 for health reasons, without offering further detail.
Impact on local residents	<p>A small number of respondents express support for underground cable option 1 as they feel it would travel through areas of lower population compared to the other underground routes and therefore could cause the least amount of disruption.</p> <p>A few respondents suggest it would be the least disruptive option without providing further clarification.</p> <p>A few respondents comment that it would not have a particularly detrimental impact on traffic as it does not follow the most congested roads.</p> <p>A few respondents express support for option 1 as the route is not in close proximity to where they live without providing further detail. Other respondents comment that they support option 1 as there are already many overhead lines where they live.</p>

Impact on local amenities	A few respondents express support for underground cable option 1 as they feel it may cause the least disruption to rights of way.
Impact on local businesses	A few respondents express support for underground cable option 1 as they feel it would cause the least amount of disruption to local farmers and landowners who have already been affected by the construction of the N5 Ballaghaderreen bypass. Other respondents comment that option 1 would cause less disruption to land used for cattle grazing.
Tourism	A few respondents express support for underground cable option 1 because it would cause little disruption to trails in the Larganmore, Glanduff and Lough Talt areas which are important for the local tourism sector.

5.3.2. Concern about underground cable option 1

General	
Oppose	A small number of respondents oppose underground cable option 1 without providing further details.

Socio-economic	
Health and safety	A small number of respondents raise concern the proximity of underground cable option 1 to Brusna National School could have a negative impact on the health of the children studying there due to exposure to EMF emitted by the cable.
Impact on local residents	<p>A few respondents express concern that the proposed route for underground cable option 1 is located close to the village of Brusna and could make it less appealing as a place to live and reduce the population of the village as a result.</p> <p>A few respondents raise concerns that option 1 could impact schools in the Kilmovee and Ballaghaderreen areas and be particularly detrimental for pupils with special needs without specifying further.</p>

	A few respondents express concern that underground cable option 1 may pass close to their homes and disrupt their daily lives during construction.
Impact on local businesses	<p>A few respondents comment that underground cable option 1 would be detrimental for farmers whose land has already been reduced by the construction of the Ballaghaderreen bypass.</p> <p>A few respondents express concern that the route for option 1 is through their family farm.</p>
Traffic and congestion	A small number of respondents express concern that construction of underground cable option 1 may cause disruption to heavily used access roads to Ballina, increasing congestion.

5.3.3. Suggestions for underground cable option 1

General	
Future uses	A few respondents suggest that underground cable option 1 allows for potential links to smaller substations in Swinford and Foxford to connect further sources of renewable energy.

5.4. Comments on underground cable option 2

5.4.1. Comments expressing support for underground cable option 2

General	
Support	A few respondents express general support for underground cable option 2, either without specifying further, because it is underground or because they feel it would be the least disruptive.

Socio-economic	
Health and safety	A few respondents comment that they feel option 2 is the safer and healthier option, without offering further detail.
Impact on local residents	<p>A small number of respondents express support for option 2 as they feel it could cause the least congestion during construction because it is not located on essential traffic arteries such as the Bonniconlon road. They comment that roadwork in the area has historically caused minimal disruption.</p> <p>A small number prefer option 2 as the proposed route is not located close to their homes without providing further detail. Conversely, a few respondents support option 2 because it is closest to their homes and they believe this would reduce the likelihood of future developments to the electrical grid near their home.</p> <p>A few respondents express support for option 2 as they feel it only impacts a limited number of properties and towns because it follows main roads.</p>

Design	
Design of route	<p>A small number of respondents express support for underground cable option 2 as they feel the route is the most suitable as it runs alongside main roads such as the N26 and N5. They believe this would reduce construction time, allow for easier access for maintenance and reduce the impact on the surrounding areas.</p> <p>A few respondents suggest other reasons for why they feel the design of option 2 is the most suitable, including that:</p> <ul style="list-style-type: none"> • they view it as the most direct route; • it crosses farmland which should be easy to dig up during construction; • it passes through Foxford, Swinford, and Charlestown, meaning industry in these towns could benefit from a more reliable electricity supply; • the terrain may be more suitable for excavation and maintenance; or



	<ul style="list-style-type: none">the route offers sufficient back roads in case main roads need to be closed during construction.
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Environment	
General	A few respondents suggest that underground cable option 2 will have the least impact on the environment, without offering further detail.
Landscape and visual impact	<p>A small number of respondents express support for underground cable option 2 as they feel it would have a less negative impact on the visual landscape than overhead lines.</p> <p>A few respondents feel that option 2 would have the least impact on the visual landscape around Bonniconlon and Attymass. Other respondents prefer option 2 as it does not pass through the Ox Mountains.</p>
Wildlife and ecology	A few respondents express support for option 2 as it follows existing infrastructure and so does not pass through conservation areas or peatland.

5.4.2. Comments expressing concern about underground cable option 2

General	
Oppose	A few respondents oppose underground cable option 2, either without specifying further or because it is close to their property.

Socio-economic	
Impact on local residents	<p>A few respondents express concern that the proposed route for underground cable option 2 is located close to a school without providing further detail.</p> <p>A few respondents raise concern that option 2 runs close to their homes and could mean the installation of future additions to the electrical grid near their homes.</p>

Impact on local amenities	A few respondents express concern that the construction of option 2 could negatively impact The Avenue, a popular walking route.
Impact on local businesses	A few respondents comment that underground cable option 2 would be detrimental for farmers whose land has already been diminished by the construction of the Ballaghaderreen bypass.
Traffic and congestion	A small number of respondents express concern that construction of underground cable option 2 may cause disruption to heavily used access roads to Ballina, increasing congestion.

Environment	
Cultural heritage	A few respondents express concern that the construction of option 2 could damage the historical features of The Avenue including a cut stone bridge and a fairy fort.
Landscape and visual impact	A few respondents raise concern that the construction of option 2 could damage the character and scenery of The Avenue.
Wildlife and ecology	A few respondents express concern that underground cable option 2 may disturb natural habitats and flora and fauna in the areas around Attymass.

5.4.3. Suggestions for underground cable option 2

No suggestions have been made in relation to underground cable option 2.

5.5. Comments on underground cable option 3

5.5.1. Comments expressing support for underground cable option 3

General	
Support	A few respondents express general support for underground cable option 3 either without providing further detail or because it is underground.



Design	
Design of route	<p>Several respondents express support for option 3 because they feel it is the most direct route and therefore would be quicker and cheaper to construct.</p> <p>Some respondents offer the following alternative design related reasons to support option 3:</p> <ul style="list-style-type: none">• the section through the lake would not require digging;• there is an existing underground duct between Ballina and Bonniconlon;• the route follows existing roads;• the route is close to existing and proposed windfarms in the Bonniconlon area;• the terrain is flat and suitable for excavation; and• it runs closest to the correct side of the Ballaghaderreen connection point.

Socio-economic	
Health and safety	<p>A few respondents express support for option 3 because they feel it is safer, either because it is an underground option or because it is the furthest option from their home and they would have concerns about potential impacts on the health of their families if a corridor closer to their home was chosen.</p>
Impact on local residents	<p>Several respondents express support for option 3 as they feel it could have the least impact on local residents due to the distance of the route from towns and residential areas. Specifically, a few respondents express support for option 3 as it does not pass through the village of Attymass.</p> <p>A few respondents also comment that they prefer option 3 as it is the route furthest from their villages and homes.</p>

Impact on local amenities	<p>A few respondents express support for underground cable option 3 as they feel it would not cause disruption to walking routes around Foxford.</p> <p>A few respondents also prefer option 3 as it is the route furthest from Ireland West Airport and they feel the development of an underground cable would remove the potential risks of having overhead lines in the vicinity of an airport.</p> <p>A few respondents express support for option 3 because it is located far from Knockmore schools.</p>
Tourism	<p>A few respondents express support for underground cable option 3 as it does not cross the river Moy, which they suggest is significant to tourism in Foxford.</p>
Traffic and congestion	<p>A few respondents prefer option 3 as they feel it may cause the least disruption to traffic as the route it follows has the least congestion. Others comment that option 3 would allow easier access to North Mayo during the construction period.</p>

Environment	
General	<p>A few respondents comment that they feel option 3 will have the least impact on the environment, without offering further details.</p>
Landscape and visual impact	<p>Some respondents comment that option 3 would have the least impact on the visual landscape.</p> <p>A few respondents express support for option 3 as they feel the other options pass through more scenic areas.</p> <p>A few respondents also feel that option 3 would help to preserve the natural landscape around Attymass</p>

5.5.2. Comments expressing concern about underground cable option 3

General	
Oppose	A few respondents oppose option 3 either without providing further detail or because it is close to where they live.

Design	
Design of route	A few respondents comment that one section of the option 3 route, part of the R294, is through a narrow and scenic valley which would be challenging terrain for the installation of the underground cable.

Environment	
Landscape and visual impact	A few respondents express concern that the proposed route for option 3 will pass through areas of natural beauty such as Bonnicolton and Glenree. Other respondents comment that the area already contains many towers and a 110 kV substation.
Wildlife and ecology	<p>A few respondents comment that the areas chosen for option 3, particularly Glenree and the Glenree River, contain many plants and animals which the installation of the underground cable could negatively impact. Other respondents express concern that option 3 could disrupt the natural integrity of the area but do not provide further details.</p> <p>A few respondents raise concern that running a high voltage cable through wetland could represent a serious risk.</p>

Socio-economic	
Health and safety	A few respondents raise concerns about the proximity of option 3 to their homes as they suggest it could have a detrimental impact on their health without specifying further.
Impact on local residents	<p>A small number of respondents comment that option 3 could cause disruption to their lives during the construction phase, either without providing further details or because it would pass close to their homes or schools.</p> <p>A few respondents raise concern that option 3 would run close to a GP surgery and could adversely affect the surgery at a time when healthcare resources are highly in demand.</p> <p>A few respondents express concern about further construction in an area where recent infrastructure projects have caused much disruption and left the roads in a state of disrepair despite agreements to fix them.</p>
Impact on local businesses	A few respondents express concern that underground cable option 3 would be detrimental for farmers whose land has already been reduced in size by the construction of the Ballaghaderreen bypass.
Traffic and congestion	A few respondents express concern that option 3 may cause disruption to traffic on the heavily used main road passing through Bonnicolton, especially as alternative road options in the area are limited.

5.5.3. Suggestions for underground cable option 3

Design	
Design of route	A few respondents suggest that the option 3 route should pass through Attymass.

6. Feedback on proposed community fund and community forum

6.1. Overview

As part of the project, EirGrid have proposed a community fund which would help local communities' benefit from the development. EirGrid also proposed a regular community forum for communities impacted by the construction of the new infrastructure which would be established once a route has been confirmed. This chapter summarises the comments on the proposed community fund and forum.

6.2. Comments about the community fund

6.2.1. Comments expressing support for the community fund

Respondents did not express support for the community fund.

6.2.2. Comments expressing concern about the community fund

General	
Oppose	<p>Many respondents oppose the proposed community fund, either in general terms without specifying why or because they feel it is a 'bribe'.</p> <p>Some respondents comment that they believe the community fund could not compensate them or local projects it could fund for the negative health, economic, social and environmental impacts they feel the project would have.</p> <p>A few respondents comment that they do not understand the purpose of including the question about the community fund in the consultation or that they feel it is irrelevant as the project may not take place. Other respondents suggest the fund is unnecessary as they already raise funds for community projects themselves.</p>

6.2.3. Suggestions regarding the community fund

Funding	
Community facilities	<p>Several respondents suggest the community fund should pay for new community facilities or contribute to the upkeep of existing community facilities. The following general community facilities are mentioned:</p> <ul style="list-style-type: none"> • a children's playground; • a community café; • a community centre or hall in Attymass, Attymachugh, Ballaghaderreen or Brusna; • a convention centre for hosting events; • co-working spaces in Foxford and Ballina; • Village Enhancement Scheme; • restoration of Kilgarvan Graveyard; and • upkeep on the loop walks. <p>A small number of respondents request the funding of community facilities related to sport, suggesting funding for the following:</p> <ul style="list-style-type: none"> • a community astroturf field, either without reference to a specific location or one in Brusna; • a gym; • Bofield Handball Alley; • facilities for Moy Villa Football Club; • local running tracks; and • Swinford Athletic Track.
Community organisations	<p>Several respondents suggest funding should be given to the following community organisations:</p> <ul style="list-style-type: none"> • agricultural shows including Bonniclon Show; • Attymass Community Development Association; • Ballina community clean up; • Barony Community Development group; • Bonniclon Graveyard Committee; • Carracastle Community Futures Committee; • Foroige; • Local Irish Countrywomen's Association groups, particularly Bonniclon and Attymass ICA groups; • local Men's Shed organisations; • local Tidy Towns committee, especially the one in



	<p>Bonniconlon;</p> <ul style="list-style-type: none">• Gurteens Community Alert Group and Gurteens Residents Association;• parish committees;• River Moy Search and Rescue;• walking groups; and• youth clubs. <p>A few respondents do not name a specific community organisation but suggest funding for demographic groups such as the local elderly community, particularly those living alone, and children.</p> <p>A small number of respondents request funding for sporting organisations which provide recreational facilities for children while other respondents suggest funding for any local sports groups which would be affected by the project. Respondents also mention the following specific sporting organisations:</p> <ul style="list-style-type: none">• Caiseal Gaels Hurling Club;• East Mayo Athletics club; and• local Gaelic Athletic Association clubs, especially those in Bonniconlon and Charlestown and those for mothers and others and the underage.
Compensation	<p>A few respondents suggest the use of the community fund to compensate for any negative impacts created by the North Connacht project, especially the impacts of the construction phase of the project on the local area. Other respondents request the use of the community fund to compensate landowners whose land is subject to compulsory purchase orders to mitigate for the potential that the land could have been used to build housing.</p>
Education	<p>Some respondents request the community fund supports local schools, highlighting St Joseph's National School, Bonniconlon as a school in need of funding for a new preschool building and afterschool facility. Other respondents suggest funding for crèches, including a playschool in Foxford.</p>
Environment	<p>A few respondents request funding to improve biodiversity with one suggestion being to pay farmers to improve biodiversity on their land.</p>



	<p>A few respondents suggest the planting of trees along the proposed route.</p> <p>A few respondents suggest funding for Charlestown Organic Community Garden, a community garden in Foxford and Ballaghaderreen Community Garden along with any other similar sustainable projects on the planned route of the project.</p> <p>Other environmental suggestions for the community fund are:</p> <ul style="list-style-type: none">• funding for Lough Brohly;• funding to develop the Bonniconlon gap into a greenway; and• funding for wildlife sanctuaries.
Healthcare	<p>A few respondents suggest funding related to healthcare such as a cancer fund or the funding of local mental health projects.</p>
Infrastructure	<p>Some respondents request the funding of the following infrastructure-related projects:</p> <ul style="list-style-type: none">• new cycle paths;• new walking routes;• new multipurpose cycling and walking trails;• extending pavement along roads if they are used as underground cable pathways;• new electric railway lines between Limerick, Claremorris and Sligo and to the local airport and Knock village;• a road bridge to Attymass across the River Moy north of Foxford;• restoration of the local roads after the construction phase of the project;• improvement of local transport, for example through the introduction of a bus corridor; and• general upkeep and improvement of local roads and roadsides.
Local businesses	<p>A few respondents request funding to promote the Moy Valley. Other respondents suggest giving money to farmers and agricultural workers.</p>



Technology	<p>A few respondents provide energy-related funding suggestions, asking for money for sustainable, renewable energy options or domestic power generation.</p> <p>A few respondents request the funding of free WiFi for local towns and villages. Other respondents ask for the upgrading of communication lines to include fibre broadband.</p> <p>A few respondents suggest EirGrid subsidise the cost of electric cars and fund the construction of charging points for the cars.</p>
North Connacht project	<p>Some respondents request the use of the community fund for the North Connacht project itself, suggesting the money should go towards offsetting the higher costs of the underground options so one of them can be chosen instead of the overhead options. Other respondents do not specify the funding of the underground option but instead suggest spending the money on the following aspects of the project:</p> <ul style="list-style-type: none">• educating local communities about the benefits and drawbacks of overhead lines including costs;• mediating with the local community about the long term goals of the project;• safety and health concerns; and• mitigating any negative impacts on the local communities and flora and fauna.
Tourism	<p>A few respondents request funding for new tourist sites, existing tourist sites, particularly those in the Moy Valley region, and new tourist information points.</p>

Other	
Information and materials	<p>A few respondents ask for further information about the community fund, either generally or about the purpose of the fund, who would receive it, how much money would be allocated to it and the reasons behind the fund. They suggest that the current level of information lacks clarity.</p>

Timescale	<p>A few respondents request that the fund contributes money monthly or annually and that it is sustained either in perpetuity or as long as the North Connacht project remains in place. Other respondents specify that there should be an annual fund and it should choose beneficiaries every year.</p> <p>A few respondents suggest offering the fund after the project is completed and an underground option chosen as they feel this would reduce the likelihood of the fund being seen as a bribe.</p>
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6.3. Comments about the community forum

6.3.1. Comments expressing support about the community forum

General	
Support	<p>A few respondents support the community forum, either in general terms without specifying further or because they feel that people need regular local meetings to keep them updated.</p>

6.3.2. Comments expressing concern regarding the community forum

General	
Oppose	<p>Some respondents oppose the community forum, either in general terms without specifying further or because they feel it is unnecessary as they believe the project may not go ahead. Other respondents oppose the forum as they view it as attempted 'bribery' or a 'PR exercise'.</p> <p>A few respondents refuse to provide suggestions for the membership of the community forum as they feel that is the responsibility of EirGrid.</p>

Other	
Timescale	A few respondents comment that the timescale for the proposed community forum is too late as they want involvement to have happened before identification of the routes.

6.3.3. Suggestions regarding the community forum

Membership	
Campaign groups	Some respondents suggest that campaign groups against the North Connacht project should be part of the community forum. A few respondents did not specify a particular group but most referred to Attymass Against Pylons, Bonniconlon Against Pylons or Foxford Against Pylons.
Community organisations	<p>Many respondents request that community organisations form part of the community forum. A few respondents do not specify a particular community organisation or type of community organisation, requesting the inclusion of all local community groups which the project may impact, but other respondents make the following suggestions:</p> <ul style="list-style-type: none"> • Attymass, Barony and Bonniconlon Development Groups; • active retirement groups; • Ballaghaderreen Community Games Group; • Barroe Community Group; • Bonniconlon Foroige; • Bonniconlon Show Society; • Church councils; • Local Environmental Protection Agency group; • Foxford Community Facebook page and Attymass History and Folklore Facebook page; • group water schemes; • Gurteens Area Community Alert Group; • Irish Countrywomen's Association groups including Attymass and Bonniconlon ICA groups; • Kilcolman Residents Association;



	<ul style="list-style-type: none"> • Landowners of Attymass; • Mayo branch of Birdwatch Ireland; • National Parks and Wildlife; • Sporting groups including cycling, fishing groups and local Gaelic Athletic Association clubs; • Tidy Towns groups including Foxford Tidy Towns; • tourism groups; • Village Enhancement Scheme; • walking groups, including those in Foxford; • wildlife preservation groups; and • youth groups.
Educational institutions	<p>A small number of respondents request that local schools are made members of the community forum with Bonniconlon National School and Curraghgan National School named as potential members.</p> <p>A few respondents suggest that Galway-Mayo Institute of Technology and Institute of Technology Sligo should be members of the community forum.</p>
Local businesses	<p>Some respondents suggest that representatives from local amenities and businesses, especially farmers and those from tourism businesses such as hotels, restaurants and B&Bs, should be members of the community forum.</p> <p>A few respondents mention the following specific businesses:</p> <ul style="list-style-type: none"> • Mayo Manchester Tourism and Business Group; and • RWE Renewables Ireland Ltd.

Local residents	<p>Many respondents request that EirGrid invite local residents to join the community forum to keep the community informed about the project, particularly if the proposals may affect them. Most respondents refer to 'local residents' in general terms without specifying residents of a particular location. Other respondents suggest the community forum should contain residents from the following areas:</p> <ul style="list-style-type: none"> • Attymass; • Ballaghaderreen; and • The Kilcolman Estate. <p>A few respondents suggest that there should be members of the community forum to represent residents from each local area.</p>
Other	<p>A few respondents provided the following alternative suggestions for the membership of the community forum:</p> <ul style="list-style-type: none"> • allow anyone to join the community forum; • Failte Ireland; • the postmaster in Bonnicolun Post Office; and • Wildlife Ireland.
Politicians and political organisations	<p>Some respondents suggest that representatives from local parish, village and county councils should be part of the community forum whilst other respondents request the involvement of all local politicians.</p> <p>A few respondents name particular local politicians they feel the community forum should include such as Anna Connor, John O'Hara and Neil Cruise.</p> <p>A few respondents specify that they would like the inclusion of Attymass Parish Committee on the community forum. Other respondents request a representative from the Green Party.</p>
Respondents	<p>A small number of respondents comment that they would like to be part of the community forum.</p>



Other	
<i>Information and materials</i>	A few respondents comment that they need more information about the chosen route before they can provide suggestions about the membership of the community forum.
<i>Timescale</i>	<p>A few respondents request the involvement of the community forum with the project before the choosing of a route or the undertaking of any further decisions.</p> <p>A few respondents suggest more time is needed with regard to the community forum in order to allow community discussion.</p>

7. Feedback on the consultation process

7.1. Overview

This chapter summarises comments on the consultation process itself, and any comments respondents made about the way the consultation was carried out. As well as an open question inviting respondents to discuss the consultation, the response form also asked respondents for feedback on how well they had been consulted about the project.

The chart below shows responses given by respondents when asked to provide views on the quality of the consultation engagement and materials.

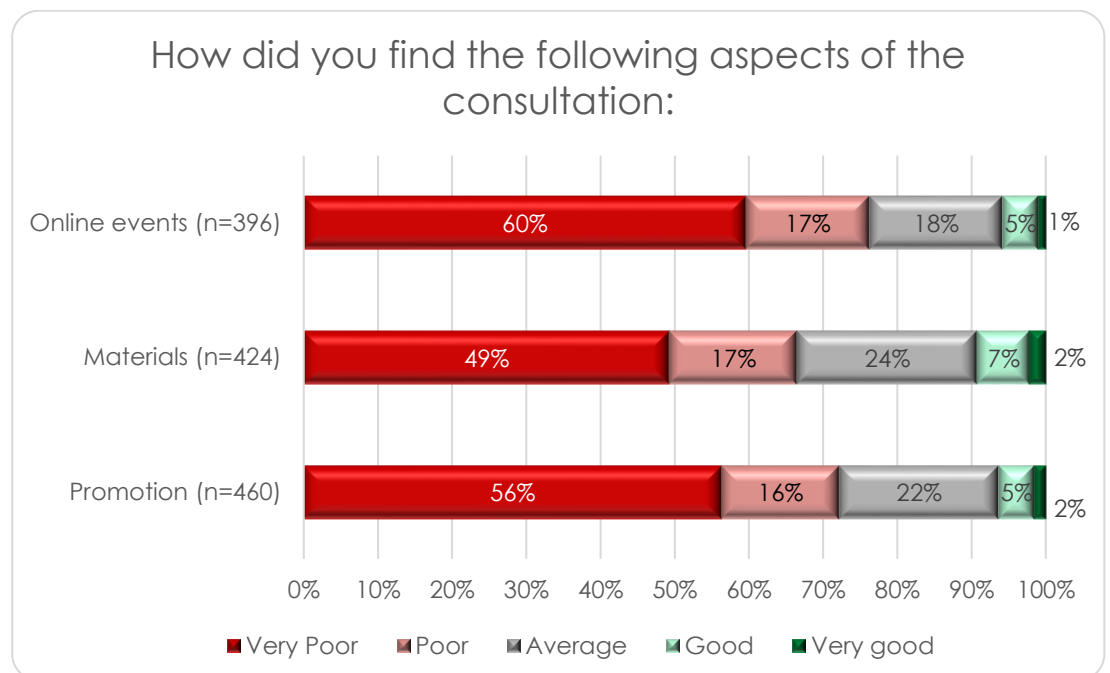


Figure 6: Respondents opinions on the consultation

Respondents were also asked how they had first heard about the consultation. The chart below shows the responses given when respondents were asked how they first heard about the consultation.

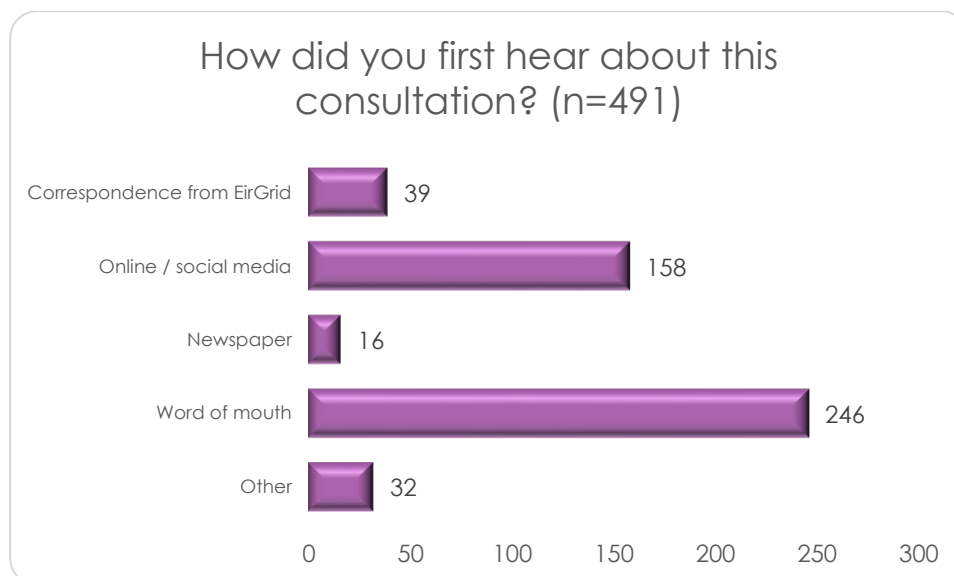


Figure 7: How respondents heard about the consultation

7.2. Comments about the consultation process

7.2.1. Comments expressing support for the consultation process

Process	
General	<p>Some respondents express support for the way the consultation was carried out. These include respondents who thank EirGrid for the opportunity to respond to the proposals at this stage, as well as a few organisations who welcome the ongoing engagement between themselves and EirGrid.</p> <p>A few respondents comment that the consultation for the North Connacht project was more thorough and effective than previous consultations on the Grid West project.</p>
Promotion	<p>A few respondents comment on their appreciation of the mailouts that were sent as part of the consultation process.</p>
Extension	<p>A few respondents express support for the decision to extend the consultation period and to organise additional online events.</p>

Exhibitions	
Staff	A few respondents comment favourably on the EirGrid team who managed the online events. They feel that the staff provided clear information and were honest in response to questions from participants.

Materials	
General	A few respondents comment on the quality of the materials provided as part of the consultation. This includes favourable comments on the quality of the interactive maps and the virtual exhibition.

7.2.2. Comments expressing concern about the consultation process

Process	
General	Several respondents express general concern about the way the consultation has been organised. This includes respondents who feel that EirGrid have not adequately engaged with the local population about the proposals, as well as respondents who question whether EirGrid will respond genuinely to concerns that respondents have raised.
Promotion	<p>Many respondents feel the consultation was not promoted effectively enough to allow people to respond and take part. They argue that there was a lack of communication from EirGrid with landowners or people living in the area. Some of these respondents make more specific comments about promotional efforts, including concerns that leaflets did not reach all households, that they contained inaccurate information or that these leaflets were not addressed appropriately. A few respondents question if the lack of promotion was a tactic by EirGrid to avoid public scrutiny of the proposals.</p> <p>Some respondents comment that they found out about the consultation due to friends or neighbours informing them that there was a consultation in progress.</p>



Covid-19	<p>Many respondents comment on the impact that the Covid-19 pandemic had on the consultation process. They feel that continuing with a consultation during this period means that the consultation could not be a thorough one. Respondents comment on several reasons which they feel make the consultation inadequate in light of Covid-19. These include:</p> <ul style="list-style-type: none">• local residents being unable to meet with EirGrid teams due to restrictions;• local residents being unable to discuss proposals with other community members and community representatives due to restrictions;• the deadline for responses not being extended enough in reaction to the restrictions; and• the proposals being a low priority issue when in the midst of a pandemic.
Accessibility	<p>Many respondents feel that the consultation has not been very inclusive to all ages and residents in the area. Most respondents who comment on this argue that the older generation are less comfortable using computers, so may have trouble accessing online webinars and the online feedback form.</p> <p>A small number of respondents comment on the lack of broadband internet connections in the area directly affected by the proposals. They feel this has limited the ability of many residents who are potentially affected to be informed and respond appropriately to the proposals.</p>
Communication	<p>Several respondents express concern about the communication received from EirGrid. Some of these respondents comment in general terms on the communication received without further clarification. Others offer more detail about their concerns, including that questions that were asked were either not answered, or avoided.</p>



<i>Predetermination</i>	Several respondents express concern that the consultation would not have an impact on the eventual proposals and that key decisions have already been made. Some of these respondents feel that EirGrid are not actually considering underground cable routes but have presented them only for show. Other respondents feel that the consultation is only paying 'lip service' to concerns and amounts to a perfunctory exercise.
<i>Timescale</i>	Several respondents express concern that the timescale allowed for responses was not sufficient to allow the proposals to be digested and discussed. Most of these respondents comment about the original closing date in November, before the consultation was extended, however a few respondents comment that the extension was still insufficient.
<i>Previous projects</i>	Some respondents comment on the previous Grid West project. They feel that EirGrid's consultation and engagement on this project was poor and argue that this project will be similar. Respondents argue that EirGrid were disingenuous in the manner in which they dealt with respondents views on the Grid West project and tried to force the project on the area by ignoring objections. They fear EirGrid will behave in the same way for the current project. Some of these respondents argue that in the same way that the Grid West project was abandoned, the North Connacht project will also be abandoned. A few respondents also comment on their concerns about the previously proposed Grid West project.



Materials	
Vague or misleading	<p>Many respondents express concern about the quality of the consultation materials. Most of these respondents comment on the quality of the maps that were provided as part of the consultation materials. They feel the low level of detail of these maps, whether interactive or non-interactive, prevented respondents from examining the proposed routes accurately. Other aspects of the consultation materials that respondents feel were vague or misleading include:</p> <ul style="list-style-type: none">• the number of households that the promotional flyer was delivered to;• the use of photos of larger metal towers than the type that are proposed for the North Connacht project;• the lack of clear health and safety information about the proposals;• information about compensation;• the impact proposals would have on woodlands, wildlife and tourism; and• a general analysis on the underground cable options.
Questionnaire	<p>A small number of respondents express concern about the online response form. Some of these respondents feel that the link to the online survey was hidden on the EirGrid website, other respondents that there was not an option to select opposition to all routes. A few respondents comment that the online survey closed before the consultation was advertised to close.</p>



Exhibitions	
General	<p>Several respondents comment on public meetings and how the proposals have been exhibited to the public. Some of these respondents express concern that there were not physical meetings, or that EirGrid did not meet with appropriate landowners, community groups or local schools.</p> <p>A few respondents feel the webinars were not effective, accusing them of being biased and suggesting that questions that were raised by participants were not fully answered.</p>
Staff	<p>A small number of respondents feel that EirGrid representatives were not very good at addressing the concerns of participants. A few respondents comment that EirGrid representatives did not have the requisite knowledge to respond to their concerns, whilst others feel that they were not as engaging as they could have been.</p> <p>A few respondents feel that the representatives who visited the area did not engage with enough local residents.</p>

7.2.3. *Suggestions about the consultation process*

General	
General	<p>Several respondents suggest that more information should be provided so that respondents can make a more informed contribution to the consultation. Respondents suggest that more information should be provided on:</p> <ul style="list-style-type: none">• why the North Connacht project is needed;• if an Environmental Impact Assessment has been undertaken;• what impact any of the proposed routes would have on various rights of ways;• what measures EirGrid have undertaken to connect with local residents; and• more detailed maps.

<i>Future engagement</i>	<p>Several respondents request that EirGrid continue to engage with them as part of the consultations on the North Connacht proposals. This includes landowners who wish to be kept informed about the proposals as well as those who request more information about particular elements of the scheme, such as more detailed maps as the scheme progresses.</p> <p>Several organisations also request ongoing engagement with EirGrid in reference to the North Connacht scheme.</p>
<i>Promotion</i>	<p>A small number of respondents suggest various methods EirGrid could have employed to promote awareness of the consultation to local residents. These include:</p> <ul style="list-style-type: none"> • advertising posters in the area; • the use of social media and hashtags; • direct letters sent to households; • public information notices in local media; and • presenting the proposals on local radio.
<i>General</i>	<p>Some respondents make general suggestions for how EirGrid should continue to consult on the North Connacht proposals, including hosting public meetings once this becomes possible, and organising debates on public radio to discuss the proposals.</p>
<i>Other</i>	<p>A few respondents make other suggestions related to the consultation, including that EirGrid should treat people with respect and publicly apologise, without specifying further.</p>



Appendix A – Petitions

Petition 1

The text from petition 1, a petition on change.org against overhead lines in the Attymass and Bonniconlon area which received 826 signatures is included below:

Petition · Attymass Eirgrid 110kV Project · Change.org

The North Connacht 110kV project proposes a number of overhead and underground cable corridors from Ballina to Ballaghaderreen. There are 7 corridors in total, 4 overground and 3 underground.

For further details on the routes, please click on the link below to the Eirgrid North Connacht Web page and go into the virtual exhibition for further details.

Attymass is an area of great unspoiled natural beauty. It is also an area rich in heritage and culture. In addition to this, we need to consider the future health and welfare of the people living in the area. We are seeking to ensure that these cables go underground so we can preserve Attymass for future generations. The closing date to complete the online feedback form has been extended to 11th December and we as a community need to work together to keep Attymass beautiful and keep our community safe. Please join our petition and share far and wide. You can get more information on the exact route options on <https://www.eirgridgroup.com/the-grid/projects/north-connacht/the-project/>

*Also, Please complete the online feedback form:
<https://wh1.snapsurveys.com/s.asp?k=157539028136>*

Thank you all for your support

Petition 2

The text from petition 2, a petition against overhead lines in Bonniconlon, calling for an underground option to be chosen instead which received 375 signatures is included below:

Bonniconlon Against Eirgrid Overhead Power-lines and Pylons

All new high voltage lines, including the North Connacht 110 kV Project proposed to go through Bonniconlon and surrounding areas should be placed underground. Placing lines underground have benefits for the visual aspect of our scenic area and also prevents lines falling in times of storms. Most mainland European countries now place all high tension wires underground. Why not Ireland? Eirgrid want them over head because it is a cheaper option for them.

Eirgrid has an important job to ensure our energy needs are met. It is a necessity but underground is the only way to go. The only issue of



placing lines underground for Eirgrid is an increase in cost.

The proposed overhead lines and pylons will be massively visually intrusive in what is one of the few unspoiled parts of Ireland left. They will harm the environment and local wildlife. They will be hugely damaging to the tourist sector in Bonnicconlon and surrounding areas. The overhead lines will seriously affect house and land values and the ability to sell houses for miles around due to its size and visual impact. The overhead power lines will have health and wellbeing implications to individuals living in close proximity to them – stress, worry, anxiety, headaches, fatigue and possibly Childhood cancer.

We do not want pylons or overhead powerlines.

Petition 3

The text from petition 3, a petition from Concerned Community Citizens represents citizens from Kilmovee, Charlestown, Carracastle, Brusna and Ballaghaderreen and objects to overhead lines going through those communities which received 264 signatures is included below:

We, the undersigned, unreservedly object to any overhead lines going through our communities

Appendix B – The consultation response form

North Connacht 110 kV Project Step 4 Consultation questionnaire



Responding to the consultation

Submit by 23:59 on the 16th November 2020 (you only need to submit once, using one of the channels below).



Post this form (free): EirGrid, The Oval, 160 Shelbourne Road, Freepost FDN5312, Dublin 4, D04FW28



Online: You can fill in the consultation questionnaire at <https://wh1.snapsurveys.com/s.asp?k=157539028136>



Email: If you want to submit your response by email, send it to northconnachtproject@eirgrid.com

What we are consulting on

The North Connacht 110 kV Project will add a new overhead electricity line or underground cable in the region. This will run between existing substations in Moy, near Ballina Co. Mayo and Tonroe, near Ballaghaderreen Co. Roscommon. The new infrastructure will be supported by the upgrade of an existing overhead line, which runs from Tonroe to Flagford Co. Roscommon. Combined, these developments will make the national grid stronger. The project will strengthen the grid locally, supporting the local economy with the necessary electricity infrastructure required to boost industry across North Connacht. The project will enable more renewable energy to connect to the national grid, helping Ireland to meet Climate Change targets.

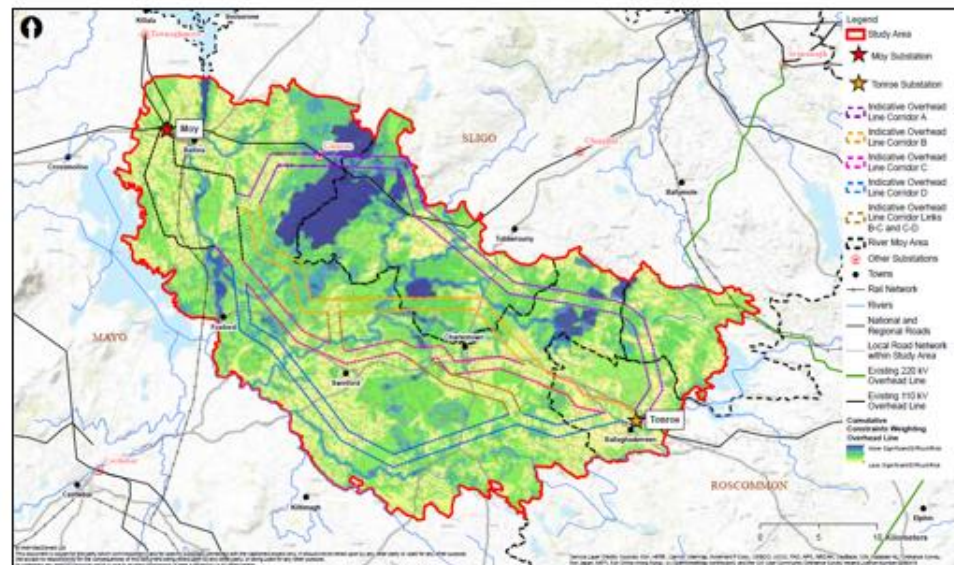


EirGrid develops our projects using a six step process. During Step 3, we assessed a range of project options against EirGrid's five main criteria (deliverability, environment, socio-economic, technical, and economic).

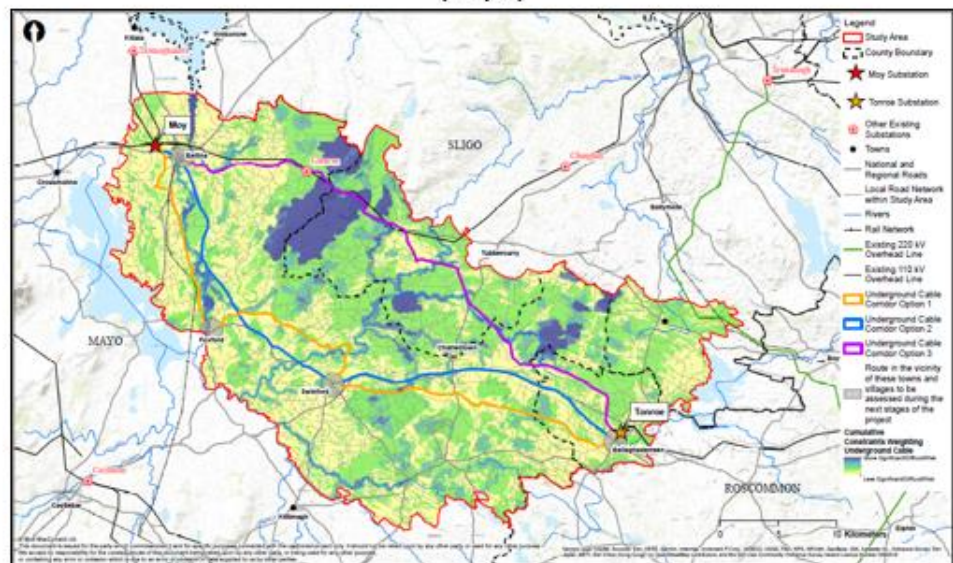
The project options were narrowed down to either a 110 kV overhead line or a 110 kV underground cable, between two existing substations at Moy and Tonroe.

Now in Step 4, we have identified 7 potential corridor options, which use a mixture of overhead line (OHL) and underground cable (UGC) technology. We are currently considering the optimum technology (OHL or UGC), and a suitable route for the development. Of the corridors identified, there are 4 OHL and 3 UGC options. These options are shown at a high level on the maps overleaf.

Overhead Line Corridor Options (OHL) (Map 1)



Underground Cable Corridor Options (UGC) (Map 2)



We are now seeking your feedback on these possible route corridors via this questionnaire. The current round of public consultation will help us to identify the best performing technology option and associated route corridor for the North Connacht 110 kV project.

Please note the consultation closes on the 16th of November 2020.



Personal details

All information provided to EirGrid will be held by EirGrid personnel and EirGrid's data processors only, for the purpose of engaging with you in the public consultation process.

First name
Surname
Email

Are you responding on behalf of an organisation? ☐ Yes ☐ No

Name of organisation (if applicable)

Role in organisation (if applicable)

Address line 1

Address line 2

Phone number

County Eircode

Data security and GDPR

All information provided to EirGrid will be held by EirGrid personnel and EirGrid's data processors only, for the purpose of engaging with you in the public consultation process.

EirGrid and its data processors are committed to keeping your personal data private and secure, storing it strictly in accordance with data protection laws including General Data Protection Regulation (GDPR).

Your rights under GDPR:

Right to be informed: You have the right to be informed about the lawful basis upon which we are processing your personal data and the purpose of this processing.

Right of access: You can ask for a copy of your personal information we hold.

Right of rectification: You can ask us to correct your personal information.

Right of withdrawal of consent: You can withdraw the consent you gave to be contacted.

EirGrid's Privacy Statement (http://www.eirgridgroup.com/privacy_statement/) explains what personal data we hold, why it is required, and how it is used.

Should you have any queries please contact:

Data Protection Officer, EirGrid, The Oval, 160 Shelbourne Road, Ballsbridge, Dublin 4, D04 FW28, Ireland.

Direct Line: +353 1 237 0498

Email: dataprotection@eirgrid.com

I have been informed of the GDPR Privacy Statement and received a copy of the Privacy Notice ☐

I would like to be contacted about the North Connacht 110kV Project ☐



Section 1 – Corridor options

Please refer to the North Connacht 110 kV Project Information Brochure, Summer 2020 and the North Connacht 110 kV Project Step 4A Report, available at <http://www.eirgridgroup.com/NorthConnachtProject> for further information on the corridor options.

We would like to know if there is anything that we may not have considered in our assessments that should affect the selection of an emerging best performing option for the project. We are particularly interested in your local knowledge, for example how the local area is used by the community or locally important features.

1. Please provide any comments you may have which you feel should be considered in identifying a preferred option. *If your comments relate to a particular corridor or technology option, please state this clearly in the comments box below.*

If you need additional space, continue on separate paper with the question number and include it when you post this form

2. Please indicate below your favoured option (Please select one):

- | | |
|--|---|
| <input type="checkbox"/> OHL: Corridor A (Purple on map 1) | <input type="checkbox"/> UGC: Route option 1 (Yellow on map 2) |
| <input type="checkbox"/> OHL: Corridor B (Yellow on map 1) | <input type="checkbox"/> UGC: Route option 2 (Blue on map 2) |
| <input type="checkbox"/> OHL: Corridor C (Pink on map 1) | <input type="checkbox"/> UGC: Route option 3 (Purple on map 2) |
| <input type="checkbox"/> OHL: Corridor D (Blue on map 1) | <input type="checkbox"/> I do not have a preference between the corridor options) |

3. Please explain why you favour this option and any other comments you may have about the corridor options. *Please state clearly in your comments the corridor options that your comments relate to.*

If you need additional space, continue on separate paper with the question number and include it when you post this form

4. If you believe we may have missed something of significance in our analysis to date please let us know here.

If you need additional space, continue on separate paper with the question number and include it when you post this form



Section 2 – Working with the community

We are intending to establish a community fund for this project.

5. Please provide any ideas you have about local projects that this community fund could support.

If you need additional space, continue on separate paper with the question number and include it when you post this form

6. Once a route has been confirmed and our proposals are taken forward we intend to establish a regular forum for those communities impacted by construction of the new infrastructure. Are there any stakeholders, groups or local organisations who you think should be part of that forum?

If you need additional space, continue on separate paper with the question number and include it when you post this form

Section 3 – consultation

7. What do you think of the quality of each of the following aspects of this consultation?

	Very good	Good	Average	Poor	Very poor	No opinion/ don't know
Promotion (e.g. adverts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Materials (e.g. brochure)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Website and online survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. How did you first hear about this consultation? (tick only one)

- ☐ Correspondence from EirGrid
☐ Newspaper
☐ Online / social media
☐ Word of mouth
☐ Other (please specify)

9. Please provide any comments on these or any other aspects of the consultation below

If you need additional space, continue on separate paper with the question number and include it when you post this form



Next steps

Your feedback on our proposals, alongside results from further studies, will help us to identify an emerging best performing option to take forward for further development at the end of step 4.

Please note, we will not be responding to individual feedback. We will collate all responses to the consultation and publish a report in response.

Thank you for providing your response.

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Appendix C – Codes applied

The tables below show the codes which were used in the analysis of open responses to identify and group the issues, topics and sentiment of the responses.

The tables below show the number of times respondents raised that particular issue. This gives a broad indication of how frequently that issue or topic was raised. Please note that the nature of qualitative analysis means that there is always a small margin for variation and as such these numbers should always be seen as approximate.

It should also be noted that the frequency of an issue being raised does not necessarily correlate with its importance or validity. A frequently raised comment may indicate a commonly held, but incorrect belief, whilst a comment made infrequently may reflect an important issue that may not be widely known.

Code	Total
Community Forum (FOR) FOR - Concern timescale	2
Community Forum (FOR) FOR - Oppose	12
Community Forum (FOR) FOR - Suggestion further information needed	1
Community Forum (FOR) FOR - Suggestion membership campaign groups	20
Community Forum (FOR) FOR - Suggestion membership community organisations	57
Community Forum (FOR) FOR - Suggestion membership educational institutions	10
Community Forum (FOR) FOR - Suggestion membership local businesses	17
Community Forum (FOR) FOR - Suggestion membership local residents	65
Community Forum (FOR) FOR - Suggestion membership other	4
Community Forum (FOR) FOR - Suggestion membership politicians/political organisations	13
Community Forum (FOR) FOR - Suggestion membership respondent	6
Community Forum (FOR) FOR - Suggestion timescale	4
Community Forum (FOR) FOR - Support	5
Community Fund (FUN) FUN - Oppose	65
Community Fund (FUN) FUN - Suggestion funding community facilities	29
Community Fund (FUN) FUN - Suggestion funding community organisations	42
Community Fund (FUN) FUN - Suggestion funding compensation	2
Community Fund (FUN) FUN - Suggestion funding education	17
Community Fund (FUN) FUN - Suggestion funding environment	8



Community Fund (FUN) FUN - Suggestion funding healthcare	3
Community Fund (FUN) FUN - Suggestion funding infrastructure	13
Community Fund (FUN) FUN - Suggestion funding local businesses	1
Community Fund (FUN) FUN - Suggestion funding technology	7
Community Fund (FUN) FUN - Suggestion funding the project	19
Community Fund (FUN) FUN - Suggestion funding tourism	5
Community Fund (FUN) FUN - Suggestion further information needed	5
Community Fund (FUN) FUN - Suggestion timescale	1
Consultation (CON) CON - Concern exhibitions general	16
Consultation (CON) CON - Concern exhibitions staff	4
Consultation (CON) CON - Concern info/materials leaflet	49
Consultation (CON) CON - Concern info/materials questionnaire	7
Consultation (CON) CON - Concern info/materials vague/misleading	63
Consultation (CON) CON - Concern process accessibility	42
Consultation (CON) CON - Concern process communication	27
Consultation (CON) CON - Concern process Covid-19	56
Consultation (CON) CON - Concern process general	36
Consultation (CON) CON - Concern process predetermination	18
Consultation (CON) CON - Concern process previous project	17
Consultation (CON) CON - Concern process promotion	162
Consultation (CON) CON - Concern process timescale	21
Consultation (CON) CON - Suggestion exhibitions general	5
Consultation (CON) CON - Suggestion info/materials general	27
Consultation (CON) CON - Suggestion process other	2
Consultation (CON) CON - Suggestion process postpone/extend consultation	14
Consultation (CON) CON - Suggestion process promotion	11
Consultation (CON) CON - Suggestion process request for engagement	33
Consultation (CON) CON - Support exhibitions general	1
Consultation (CON) CON - Support exhibitions staff	2
Consultation (CON) CON - Support info/materials general	1
Consultation (CON) CON - Support process extension	1



Consultation (CON) CON - Support process general	17
Consultation (CON) CON - Support process promotion	2
General comments on North Connacht (G) G - Concern cost	3
General comments on North Connacht (G) G - Concern design of route	3
General comments on North Connacht (G) G - Concern environment carbon footprint	3
General comments on North Connacht (G) G - Concern environment cultural heritage	11
General comments on North Connacht (G) G - Concern environment EIA	7
General comments on North Connacht (G) G - Concern environment general	10
General comments on North Connacht (G) G - Concern environment landscape & visual	31
General comments on North Connacht (G) G - Concern environment noise & vibration	1
General comments on North Connacht (G) G - Concern environment wildlife & ecology	12
General comments on North Connacht (G) G - Concern future of the project	4
General comments on North Connacht (G) G - Concern people & communities impact on local amenities	11
General comments on North Connacht (G) G - Concern people & communities impact on local businesses	14
General comments on North Connacht (G) G - Concern people & communities impact on local residents	54
General comments on North Connacht (G) G - Concern people & communities tourism	8
General comments on North Connacht (G) G - Concern safety	56
General comments on North Connacht (G) G - Concern timescale	9
General comments on North Connacht (G) G - Concern traffic/congestion	9
General comments on North Connacht (G) G - Concern wind farms	14
General comments on North Connacht (G) G - Oppose	83
General comments on North Connacht (G) G - Suggestion alternative route	5
General comments on North Connacht (G) G - Suggestion considerations for assessment cost	3
General comments on North Connacht (G) G - Suggestion considerations for assessment design of route	1
General comments on North Connacht (G) G - Suggestion considerations for assessment environment	19
General comments on North Connacht (G) G - Suggestion considerations for assessment people & communities	18
General comments on North Connacht (G) G - Suggestion considerations for assessment timescale	4
General comments on North Connacht (G) G - Suggestion future of the project	2
General comments on North Connacht (G) G - Suggestion other	8
General comments on North Connacht (G) G - Suggestion people & communities	6
General comments on North Connacht (G) G - Suggestion upgrade current infrastructure	10



General comments on North Connacht (G) G - Support environment	3
General comments on North Connacht (G) G - Support people & communities impact on local residents	2
General comments on North Connacht (G) G - Support project	11
Other (OTH) OTH - Editor's note	62
Other (OTH) OTH - No comment	45
Other (OTH) OTH - Personal details	21
Other (OTH) OTH - Query	12
Other (OTH) OTH - Respondent context	108
Overhead Lines (OHL) OHL - Concern corridor A design of route	3
Overhead Lines (OHL) OHL - Concern corridor A environment cultural heritage	4
Overhead Lines (OHL) OHL - Concern corridor A environment general	2
Overhead Lines (OHL) OHL - Concern corridor A environment landscape & visual	34
Overhead Lines (OHL) OHL - Concern corridor A environment wildlife & ecology	15
Overhead Lines (OHL) OHL - Concern corridor A people & communities impact on local amenities	6
Overhead Lines (OHL) OHL - Concern corridor A people & communities impact on local businesses	5
Overhead Lines (OHL) OHL - Concern corridor A people & communities impact on local residents	21
Overhead Lines (OHL) OHL - Concern corridor A people & communities tourism	11
Overhead Lines (OHL) OHL - Concern corridor A safety	17
Overhead Lines (OHL) OHL - Concern corridor A/B cost	1
Overhead Lines (OHL) OHL - Concern corridor A/B design of route	2
Overhead Lines (OHL) OHL - Concern corridor A/B environment cultural heritage	17
Overhead Lines (OHL) OHL - Concern corridor A/B environment landscape & visual	50
Overhead Lines (OHL) OHL - Concern corridor A/B environment wildlife & ecology	12
Overhead Lines (OHL) OHL - Concern corridor A/B people & communities impact on local amenities	13
Overhead Lines (OHL) OHL - Concern corridor A/B people & communities impact on local businesses	8
Overhead Lines (OHL) OHL - Concern corridor A/B people & communities impact on local residents	14
Overhead Lines (OHL) OHL - Concern corridor A/B people & communities tourism	28
Overhead Lines (OHL) OHL - Concern corridor A/B safety	15
Overhead Lines (OHL) OHL - Concern corridor B design of route	8
Overhead Lines (OHL) OHL - Concern corridor B environment cultural heritage	14
Overhead Lines (OHL) OHL - Concern corridor B environment hydrology	3



Overhead Lines (OHL) OHL - Concern corridor B environment landscape & visual	24
Overhead Lines (OHL) OHL - Concern corridor B environment noise & vibration	3
Overhead Lines (OHL) OHL - Concern corridor B environment wildlife & ecology	13
Overhead Lines (OHL) OHL - Concern corridor B people & communities impact on local amenities	4
Overhead Lines (OHL) OHL - Concern corridor B people & communities impact on local businesses	2
Overhead Lines (OHL) OHL - Concern corridor B people & communities impact on local residents	20
Overhead Lines (OHL) OHL - Concern corridor B people & communities tourism	4
Overhead Lines (OHL) OHL - Concern corridor B safety	5
Overhead Lines (OHL) OHL - Concern corridor C design of route	1
Overhead Lines (OHL) OHL - Concern corridor C environment cultural heritage	4
Overhead Lines (OHL) OHL - Concern corridor C environment hydrology	2
Overhead Lines (OHL) OHL - Concern corridor C environment landscape & visual	15
Overhead Lines (OHL) OHL - Concern corridor C environment noise & vibration	1
Overhead Lines (OHL) OHL - Concern corridor C environment wildlife & ecology	5
Overhead Lines (OHL) OHL - Concern corridor C people & communities impact on local amenities	3
Overhead Lines (OHL) OHL - Concern corridor C people & communities impact on local businesses	4
Overhead Lines (OHL) OHL - Concern corridor C people & communities impact on local residents	19
Overhead Lines (OHL) OHL - Concern corridor C people & communities tourism	3
Overhead Lines (OHL) OHL - Concern corridor C safety	5
Overhead Lines (OHL) OHL - Concern corridor D design of route	1
Overhead Lines (OHL) OHL - Concern corridor D environment cultural heritage	3
Overhead Lines (OHL) OHL - Concern corridor D environment landscape & visual	13
Overhead Lines (OHL) OHL - Concern corridor D environment noise & vibration	1
Overhead Lines (OHL) OHL - Concern corridor D environment wildlife & ecology	3
Overhead Lines (OHL) OHL - Concern corridor D people & communities impact on local amenities	9
Overhead Lines (OHL) OHL - Concern corridor D people & communities impact on local businesses	4
Overhead Lines (OHL) OHL - Concern corridor D people & communities impact on local residents	12
Overhead Lines (OHL) OHL - Concern corridor D people & communities tourism	4
Overhead Lines (OHL) OHL - Concern corridor D reliability/maintenance	1
Overhead Lines (OHL) OHL - Concern corridor D safety	2
Overhead Lines (OHL) OHL - Concern general cost	9



Overhead Lines (OHL) OHL - Concern general environment cultural heritage	16
Overhead Lines (OHL) OHL - Concern general environment general	11
Overhead Lines (OHL) OHL - Concern general environment hydrology	3
Overhead Lines (OHL) OHL - Concern general environment landscape & visual	155
Overhead Lines (OHL) OHL - Concern general environment noise & vibration	25
Overhead Lines (OHL) OHL - Concern general environment wildlife & ecology	46
Overhead Lines (OHL) OHL - Concern general people & communities impact on local amenities	7
Overhead Lines (OHL) OHL - Concern general people & communities impact on local businesses	43
Overhead Lines (OHL) OHL - Concern general people & communities impact on local residents	81
Overhead Lines (OHL) OHL - Concern general people & communities tourism	46
Overhead Lines (OHL) OHL - Concern general reliability/maintenance	11
Overhead Lines (OHL) OHL - Concern general safety	105
Overhead Lines (OHL) OHL - Concern general timescale	2
Overhead Lines (OHL) OHL - Oppose corridor A	23
Overhead Lines (OHL) OHL - Oppose corridor A/B	28
Overhead Lines (OHL) OHL - Oppose corridor B	17
Overhead Lines (OHL) OHL - Oppose corridor C	28
Overhead Lines (OHL) OHL - Oppose corridor D	21
Overhead Lines (OHL) OHL - Oppose general	140
Overhead Lines (OHL) OHL - Suggestion corridor A	2
Overhead Lines (OHL) OHL - Suggestion corridor C	1
Overhead Lines (OHL) OHL - Suggestion corridor D	1
Overhead Lines (OHL) OHL - Suggestion general	7
Overhead Lines (OHL) OHL - Support corridor A cost	1
Overhead Lines (OHL) OHL - Support corridor A design of route	1
Overhead Lines (OHL) OHL - Support corridor A general	4
Overhead Lines (OHL) OHL - Support corridor A people & communities impact on local residents	4
Overhead Lines (OHL) OHL - Support corridor B design of route	1
Overhead Lines (OHL) OHL - Support corridor B people & communities impact on local residents	1
Overhead Lines (OHL) OHL - Support corridor C cost	2
Overhead Lines (OHL) OHL - Support corridor C design of route	1



Overhead Lines (OHL) OHL - Support corridor C environment landscape & visual	1
Overhead Lines (OHL) OHL - Support corridor C people & communities impact on local residents	2
Overhead Lines (OHL) OHL - Support corridor C timescale	1
Overhead Lines (OHL) OHL - Support corridor D design of route	3
Overhead Lines (OHL) OHL - Support corridor D environment landscape & visual	2
Overhead Lines (OHL) OHL - Support corridor D people & communities impact on local residents	1
Overhead Lines (OHL) OHL - Support general cost	1
Underground Cable (UGC) UGC - Concern general cost	17
Underground Cable (UGC) UGC - Concern general environment wildlife & ecology	4
Underground Cable (UGC) UGC - Concern general people & communities impact on local businesses	2
Underground Cable (UGC) UGC - Concern general people & communities impact on local residents	7
Underground Cable (UGC) UGC - Concern general safety	6
Underground Cable (UGC) UGC - Concern general timescale	2
Underground Cable (UGC) UGC - Concern option 1 people & communities impact on local businesses	1
Underground Cable (UGC) UGC - Concern option 1 people & communities impact on local residents	8
Underground Cable (UGC) UGC - Concern option 1 safety	10
Underground Cable (UGC) UGC - Concern option 1 traffic & congestion	1
Underground Cable (UGC) UGC - Concern option 2 environment cultural heritage	1
Underground Cable (UGC) UGC - Concern option 2 environment landscape & visual	1
Underground Cable (UGC) UGC - Concern option 2 environment wildlife & ecology	1
Underground Cable (UGC) UGC - Concern option 2 people & communities impact on local amenities	1
Underground Cable (UGC) UGC - Concern option 2 people & communities impact on local residents	6
Underground Cable (UGC) UGC - Concern option 2 traffic & congestion	2
Underground Cable (UGC) UGC - Concern option 3 design of route	1
Underground Cable (UGC) UGC - Concern option 3 environment landscape & visual	6
Underground Cable (UGC) UGC - Concern option 3 environment wildlife & ecology	4
Underground Cable (UGC) UGC - Concern option 3 people & communities impact on local residents	7
Underground Cable (UGC) UGC - Concern option 3 traffic & congestion	1
Underground Cable (UGC) UGC - Oppose general	14
Underground Cable (UGC) UGC - Oppose option 1	9
Underground Cable (UGC) UGC - Oppose option 2	3



Underground Cable (UGC) UGC - Oppose option 3	6
Underground Cable (UGC) UGC - Suggestion general alternative location	9
Underground Cable (UGC) UGC - Suggestion general criteria for choice	10
Underground Cable (UGC) UGC - Suggestion general other	3
Underground Cable (UGC) UGC - Suggestion option 1	1
Underground Cable (UGC) UGC - Suggestion option 3	1
Underground Cable (UGC) UGC - Support general cost	8
Underground Cable (UGC) UGC - Support general environment cultural heritage	2
Underground Cable (UGC) UGC - Support general environment general	16
Underground Cable (UGC) UGC - Support general environment landscape & visual	77
Underground Cable (UGC) UGC - Support general environment noise & vibration	2
Underground Cable (UGC) UGC - Support general environment wildlife & ecology	6
Underground Cable (UGC) UGC - Support general people & communities impact on local amenities	4
Underground Cable (UGC) UGC - Support general people & communities impact on local residents	17
Underground Cable (UGC) UGC - Support general people & communities tourism	11
Underground Cable (UGC) UGC - Support general reliability/maintenance	15
Underground Cable (UGC) UGC - Support general safety	42
Underground Cable (UGC) UGC - Support general timescale	3
Underground Cable (UGC) UGC - Support general underground cables	201
Underground Cable (UGC) UGC - Support option 1 cost	1
Underground Cable (UGC) UGC - Support option 1 design of route	21
Underground Cable (UGC) UGC - Support option 1 environment cultural heritage	1
Underground Cable (UGC) UGC - Support option 1 environment landscape & visual	6
Underground Cable (UGC) UGC - Support option 1 general	11
Underground Cable (UGC) UGC - Support option 1 people & communities impact on local amenities	1
Underground Cable (UGC) UGC - Support option 1 people & communities impact on local businesses	3
Underground Cable (UGC) UGC - Support option 1 people & communities impact on local residents	11
Underground Cable (UGC) UGC - Support option 1 people & communities tourism	1
Underground Cable (UGC) UGC - Support option 1 safety	2
Underground Cable (UGC) UGC - Support option 2 design of route	21
Underground Cable (UGC) UGC - Support option 2 environment general	3



Underground Cable (UGC) UGC - Support option 2 environment landscape & visual	13
Underground Cable (UGC) UGC - Support option 2 environment wildlife & ecology	2
Underground Cable (UGC) UGC - Support option 2 general	15
Underground Cable (UGC) UGC - Support option 2 people & communities impact on local residents	19
Underground Cable (UGC) UGC - Support option 2 safety	2
Underground Cable (UGC) UGC - Support option 3 design of route	22
Underground Cable (UGC) UGC - Support option 3 environment general	4
Underground Cable (UGC) UGC - Support option 3 environment landscape & visual	23
Underground Cable (UGC) UGC - Support option 3 general	18
Underground Cable (UGC) UGC - Support option 3 people & communities impact on local amenities	4
Underground Cable (UGC) UGC - Support option 3 people & communities impact on local residents	30
Underground Cable (UGC) UGC - Support option 3 people & communities tourism	1
Underground Cable (UGC) UGC - Support option 3 safety	3
Underground Cable (UGC) UGC - Support option 3 traffic & congestion	4



If you would like a large text version of this document, please contact us.

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