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14 Air Quality and Climate Change

14.1 Executive Summary

1. The SEAT Statement of Case, Page 21, Paragraph 122 states:

“There is no assessment of noise, vibration or dust on residences in immediate proximity to proposed access routes”.

2. SEAT do not provide any evidence to suggest that the construction of the Tyrone - Cavan Interconnector will result in a problem with dust. The potential effect of dust, generated through construction activity, is addressed qualitatively in Chapter 9 of the Consolidated ES Addendum. Appropriate mitigation measures have been proposed to ensure the impacts will be not significant.
3. Nothing in the objectors' Statements of Case and representations serves to undermine the conclusions set out in the SONI Statement of Case and supporting Technical Reports. As stated in SONI's Main Rebuttal Document, the proposed Tyrone - Cavan Interconnector remains clearly acceptable in planning terms.

14.2 About the Author

4. The air quality and climate change rebuttal was undertaken by Dr. Tom Stenhouse, AECOM.
5. Dr. Stenhouse has a Master of Chemistry (MChem) Degree from the University of Leeds and a PhD in Atmospheric Chemistry from the University of Cambridge. He is a member of the Institution of Environmental Sciences, a member of the Institute of Air Quality Management and he is a Chartered Environmentalist. He has over 14 years of air quality consultancy experience at AECOM since 2003.
6. Dr. Stenhouse leads a team of air quality specialists who undertake a wide range of projects across several sectors for both public and private clients. He has managed the air quality inputs for a number of large schemes in Northern Ireland such as the A6 Claudy to Dungiven Roads Scheme. He is

currently the air quality technical lead for National Grid's North Wales Connection project; the latest proposals, which were consulted on towards the end of 2016, involve a new overhead line across Anglesey and a tunnel under the Menai Strait.

14.3 Policy

7. Policy issues of relevance to this Rebuttal Report's subject matter are not raised by any objector or other party.

14.4 Guidance

8. Guidance issues of relevance to this Rebuttal Report's subject matter are not raised by any objector or other party.

14.5 Further Environmental Information for the Purposes of the Inquiry

9. It is not necessary to introduce new information to address any point made by third parties or the Department and its consultees.

14.6 Potential Effect of Dust on Residential Properties

10. The SEAT Statement of Case, Page 21, Paragraph 122 states:

"There is no assessment of noise, vibration or dust on residences in immediate proximity to proposed access routes".

Response

11. This rebuttal response addresses the topic of dust, and the potential for it to affect residences in the immediate proximity to proposed access routes. SEAT do not provide any evidence to suggest that the construction of the Tyrone - Cavan Interconnector will result in a problem with dust.
12. Noise and vibration are dealt with separately in the Noise Rebuttal Technical Report.

13. The potential effect of dust, generated through construction activity, is addressed qualitatively in Chapter 9 of the Consolidated ES Addendum, with reference to the Institute of Air Quality Management (IAQM) published 'Guidance on the Assessment of Dust from Demolition and Construction' (IAQM, 2014).
14. Of potential concern during construction is 'track-out', defined by the IAQM¹ as:
- "The transport of dust and dirt from a construction site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when heavy duty vehicles (HDVs) leave the construction site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site."*
15. Track-out may result in dust effects at locations, such as residential properties, within approximately 50 metres of a construction route, and within approximately 500 metres of a construction site entrance. The potential for such effects are considered within the assessment, and appropriate measures to further control the effects are summarised in Table 9.16 of Chapter 9 of the Consolidated ES Addendum (on page 120).
16. Without any measures to control the effects, the assessment concluded that track-out effects may result in a negligible to low risk of dust impacts. Appropriate mitigation measures to ensure non-significant impacts are as follows:
- Use of water-assisted dust sweeper(s) on access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
 - Avoid dry sweeping of large areas.
 - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
 - Record all inspections of haul routes and any subsequent action in a site log book.

¹ Institute of Air Quality Management (2014) Guidance on the Assessment of Dust from Demolition and Construction

- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) where reasonably practicable.

17. The residual dust effects due to track-out are concluded to be not significant.

14.7 Conclusion

18. In conclusion, nothing in the objectors' Statements of Case and representations serves to undermine the conclusions set out in the SONI Statement of Case and supporting Technical Reports. As stated in SONI's Main Rebuttal Document, the proposed Tyrone - Cavan Interconnector remains clearly acceptable in planning terms.