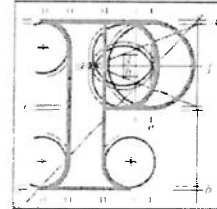


Our Case Number: ABP-317560-23



**An
Bord
Pleanála**

Deirdre & John Bourke
Carra
Bonnieconlon
Ballina
Co. Mayo
F26N2R0

Date: 18 January 2024

Re: Proposed windfarm development including 13 no. wind turbines in Bunnyconnellan, Co. Mayo and hydrogen plant in Castleconnor, Co. Sligo.
Carrowleagh, Bunnyconnellan, Co. Mayo and Curraun, Castleconnor, Co. Sligo.

Dear Sir / Madam,

An Bord Pleanála has received your submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

The Board will revert to you in due course in respect of this matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned officer of the Board or email sids@pleanala.ie quoting the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,


Lauren Murphy
Executive Officer
Direct Line: 01-8737275

PA09

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Lauren Murphy

From: Marine
Sent: Thursday, January 18, 2024 9:30 AM
To: SIDS
Subject: FW: ABP-317560-23 Firlough Wind Farm, Co. Mayo and Hydrogen Plant, Co. Sligo
Attachments: Deirdre & John Bourke ABP-317560-23.docx

-----Original Message-----

From: Bord <bord@pleanala.ie>
Sent: Thursday, January 18, 2024 9:24 AM
To: Marine <marine@pleanala.ie>
Subject: FW: ABP-317560-23 Firlough Wind Farm, Co. Mayo and Hydrogen Plant, Co. Sligo

-----Original Message-----

From: Deirdre Bourke <[REDACTED]>
Sent: Thursday, January 18, 2024 7:45 AM
To: Bord <bord@pleanala.ie>
Cc: deebee2 <[REDACTED]>
Subject: ABP-317560-23 Firlough Wind Farm, Co. Mayo and Hydrogen Plant, Co. Sligo

Good morning,

Attached please find our submission on the observations received by An Bord Pleanala in relation to the above mentioned proposed development.

Please acknowledge receipt of this.

Many thanks,

Deirdre & John Bourke

Carra,
Bonniconlon,
Ballina,
Co. Mayo.

15th January 2024

Planning Application Reference ABP-317560-23

Firlough Wind Farm and Hydrogen Plant

Client – Mercury Renewables (Carrowleagh) Limited.

We refer to the aforementioned proposed project and our recent submission regarding same.

We stated our concern regarding possible structural damage to our home due to the L6612 being named as the construction haul route for the proposed project. We have experienced severe structural vibrations every time a heavy vehicle passed our house. It is our experience that heavy loads carried on the L6612 can impact on the surrounding ground.

We were unable to locate a response from the applicant in relation to this.

The following is taken from the planning application:

Ref: 15: Traffic and Transport – Table 15.26 Summary of Peak Additional HGV/Abnormal Load Deliveries to site per road and Table 15.27 Summary of Peak Additional HGV/Abnormal Traffic movements on Roads. Page 67, paragraph 3 – for the construction haul route between L6612/L1102 junction, an additional 390 traffic movements per day will arise during this activity.

Ref: Pages 57 & 58 – Traffic and Transport:

In brief, the construction phase (on construction haul route L6612) includes transportation of abnormal loads of rock/imported stone, steel, concrete and other construction materials and delivery of a large transformer (110kV/33 kV). Based on these, one could assume that vehicle generated ground borne vibrations may occur depending on the loads, the uneven road surface and the speed of the HGVs.

We further requested that the L6612 be independently surveyed for its suitability for these purposes and also for excavation for the grid connection cable.

Mayo County Council, letter dated 3rd August 2021 – Report from Alan Di Lucia, S.E.P. Planning Section: Page 9

3. The proposal to construct the Grid Connection along the local road network is not acceptable as it has the potential to undermine the structural capacity of the roads concerned. A private wayleave should be secured.

We requested information about plans being implemented for passengers using Local Link (a door to door mini bus service), Bus Éireann and the extra safety measures in place to protect other road users i.e. children and adults on bicycles, pedestrians, farmers and their animals and horse riding.

4.6.3 Impact on other vehicles

All access points(domestic, business, farm) will be considered when finalising the proposed road closures and diversions. Additional measures such as local road widening, traffic shuttle systems and 'Stop-Go' systems will also be considered subject to the agreement with Sligo County Council and Mayo County Council. Road closures will be scheduled in consultation with local residents and the Contractor shall endeavour to avoid times of high agricultural activity .i.e. silage cutting.

Has a weight analysis been done on Knockbrack Bridge as it is on the L6612 construction haul route for HGVs carrying abnormal loads of construction materials, rock/imported stone, concrete and steel? It has been stated that this bridge is incapable of supporting the proposed 110kV connection.

Ref: 15 Traffic and Transport – 15.4.4 Grid Connection and Interconnector Page 56(top of page)

The Interconnector Route continues west through the crossroads, remaining within the L6612 local road for an additional 2470m. Along the L6612 local road, the Interconnector Route encounters a bridge over the Brusna River. The proposed traversal method of this bridge crossing is an HDD(Horizontal Directional Drilling) undercrossing (Reference drawing 05805-DR-258), due to the aforementioned bridge being incapable of supporting the proposed 110kV connection as it contains insufficient cover. The Interconnector Route then changes direction, heading southwest via the L66121 local road for the final section of the route within the public roadway c.355m in length.

Based on our concerns, we request an oral hearing.

Please acknowledge receipt of our submission on the observations received in relation to the application.

Deirdre & John Bourke