

Pollacossaun Eighter,
Cummer,
Tuam,
Co. Galway.
2nd January, 2025.

An Coimisiun Pleanala,
64 Marlborough Street,
Dublin 1.
DO1 V902.

AN COIMISIÚN PLEANÁLA	
LDG-	_____
ACP-	_____
07 JAN 2026	
Fee: €	_____ Type: _____
Time: 9.15	By: <i>leg bit</i>

**RE: Proposed No 8 Wind Turbines and Associated Works.
Laurclavagh and adjacent Townlands, Co. Galway**

Case Reference Number – ABP-319307-024.

TO WHO IT MAY CONCERN

I am writing to again register my strong objection to the proposed Windfarm Development in Laurclavagh and adjacent Townlands, currently under appeal with Case Number ABP-319307-24. My name is **Brian Connolly**, and I reside with wife **Pauline** and our two young children (ages 9 and 12) in our family home along the L61461 local road in Cummer, Tuam. This road is a beautiful, quiet cul-de-sac community of family homes. **As stated in my previous submission on this project**, I have lived on the L61461 my entire life, and our family operates a farm and the **Connolly Stud Farm** on our property. We cherish the peace, privacy and safety of our home and neighbourhood.

In this submission, I wish to outline several serious concerns about the Windfarm proposal including the issues of privacy, traffic safety, environmental and structural impacts, property rights and overall Planning deficiencies and to **formally object** to the granting of Permission for this Development. The following are my objections in detail.

Breach of Privacy and Residential Impact

One of my foremost concerns is the profound invasion of our privacy that this project would entail. The planned access entrance/exit road for the Windfarm is approximately 5 meters from the front of my dwelling. This new roadway will run directly along our home, in full line-of-sight from every angle of our house, and as close as 30 Meters from the back of my property, in addition, the Developers propose to erect a security compound (with Site Office/parking) roughly 65 meters to the rear of my home, and directly visible from our property. I also have deep concerns and am extremely upset that Laurclavagh Limited in their Planning Permission application form to Coimisiun Pleanála stated "at **Point 11 "PERMANENT SECURITY CABIN"** and in their Site Notice at **Point 9** stated "**TEMPORARY SECURITY CABIN**". This compound and access road would essentially surround our residence on two sides. The visual intrusion of Industrial infrastructure so near our home and the prospect of people and vehicles constantly passing is completely at odds with the privacy and tranquillity we currently enjoy. It would have a severe negative impact on our family's daily life and well-being. I consider this an **unacceptable violation of our privacy**. The **European Convention on Human Rights** provides that "**everyone has the right to respect for his private and family life, his home and his correspondence,**" and that there shall be no unwarranted interference with these rights by the State or others. An intrusion of this magnitude into our home environment would, in the words of the Convention's commentary, "**demean the dignity and spirit of the individual**". The proposed access road and security compound bringing a constant flow of workers and activity virtually into our yard would fundamentally erode the privacy and sanctity of our family home.

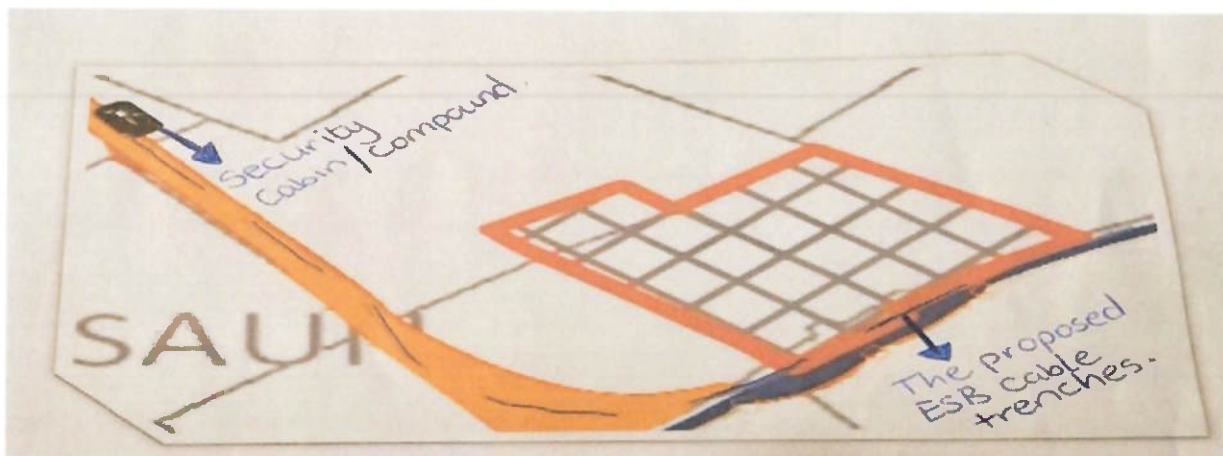
My **wife and children** would no longer feel secure or comfortable in our own home. We would be living next to a busy Industrial access point, with Workers, Security Personnel and Contractors coming and going at all hours. It is important to note that the Windfarm staff and Contractors will **not be Garda-vetted**. Having unknown personnel in such close proximity to our home on a regular basis is a frightening prospect. The close access raises **safety and security concerns** as we would feel vulnerable to trespass or theft and generally exposed within what should be the safe haven of our private property.

In summary, the Development's design shows a complete disregard for the **privacy, security and residential amenity** of our family home.

Picture Below from Proposed Access Roadway less than 30 meters away from and by house. Continues to look into back and front of property from all angles.



Pitcure Below Showing Security Cabin / Compound.



Human Rights Considerations:

Beyond personal discomfort, the project as proposed would infringe on our fundamental **human rights**. As noted, Article 8 of the **European Convention on Human Rights (ECHR)** guarantees the right to respect for private and family life and the home. Forcing a major Industrial Access and Surveillance Compound into the immediate vicinity of an existing home is a direct affront to this right. We would affectively lose the ability to enjoy our home free from intrusion.

Furthermore, under the **Irish Constitution** (Article 40), the inviolability of the dwelling and the protection of private property are strongly upheld. It is a core principle that one's home should not be disturbed by others without consent. The current Windfarm plans, by encroaching so closely and even onto private

lands (see below), would violate these protections. I urge, An Coimisiun Pleanála to consider that approving this Development in its present form would conflict with our rights as Citizens to privacy, security and peaceful enjoyment of our home.

Traffic and Road Safety Concerns.

Another major objection is the significant **traffic impact** and road safety hazard that this project would create on the Local Road network, particularly affecting the L61461 and its junction with the N83. The Traffic Assessment provided by the Developer severely underestimates the volume of traffic and fails to account for the realities on the ground. According to the Developer's **Standalone Traffic and Transport Assessment** (Appendix 5 of the EIAR) only **4 PCUs (Passenger Car Units)** are expected to enter or exit the L61461 during the morning peak hour (7-8AM) and likewise only 4 during the evening peak (**4-5PM**). This figure of "4 vehicles" is **grossly inaccurate**. In reality, the L61461 serves **4 landowners**, about **10 family homes** and **7 businesses**. There are **approximately 45 registered vehicles** associated with the residents of our cul-de-sac alone, not counting the employees, clients and delivery vehicles that regularly use this road to access the Local Businesses. Far more than 4 vehicles travel this road in any given hour. The suggestion that only 4 cars use the L61461 at peak times ignores the normal daily traffic of the community and indicates a flawed assessment.

Moreover, the **construction and operation** of the Windfarm will introduce a massive amount of **additional traffic** on this small local road. The Developer's own figures and plan imply the following traffic will occur:

- **Staff Traffic:** Approximately **70 staff** are expected to arrive at the Site each morning and depart each evening (per Traffic Assessment Point 4.1.) In all likelihood, many of these staff will also make trips off-site during the day (for breaks, supplies etc.) ,meaning numerous additional in-and-out movements beyond just the two peak times.

Concrete Trucks: The construction will require continuous concrete pours. The Report states up to **7 concrete mixer trucks per hour**, which amounts to **14 heavy truck trips per hour** (each truck entering and exiting) effectively 1 HGV every 4 minutes, just for Concrete delivery.

- **Construction Materials Deliveries:** A huge volume of **stone, hardcore and aggregate deliveries** will be needed to construct the **6.5 km of new internal roadways** on the Windfarm Site. These trucks are not explicitly counted in the “peak hour” traffic estimate.
- **Plant and Equipment Transport:** Heavy machinery, construction plant and **diesel fuel** will need to be brought to the Site and periodically moved. This includes excavators, cranes and other equipment, each transported on low-loader trucks or fuel tankers adding to traffic.
- **The Turbine components and infrastructure:** The **Turbine components** (blades, towers sections etc.) and associated materials will be delivered via road. Additionally, materials for Site infrastructure (fencing, boundary gates, Sites offices, Staff Welfare Cabins and Containers) will be trucked in and later removed.
- **Additional Personnel and Visitors:** Beyond core Construction Crew, there will be trips by **Engineering and Supervisory Staff, Health & Safety Officers** and possibly regular **Site Visitors** (including Personnel from the Parent Company or other Stakeholders) Each of these will generate further vehicle trips on the L61461

When all these are considered, the traffic increase is **staggering**. As stated EAIR Report it is estimated that **approximately 98,750 vehicle trips (round trips)** will occur over the course of the Construction phase. This translates to heavy traffic on our small road throughout the day, far beyond its capacity. Our quiet cul-de-sac would essentially become a Construction haul road.

The **Road Safety Implications** are extremely serious. The L61461 is a narrow local road not designed for heavy traffic. It joins the **N83** National Secondary Road at a T-Junction very near the proposed new Site Entrance.

The introduction of frequent HGV movements at this Junction raises multiple hazards:

- **Restricted Visibility (Sightlines):** The temporary **Access Road** into the Windfarm Site will intersect the L61461 close to the N83 junction. This new intersection will further complicate entry onto the N83. Currently, the sightlines for vehicles exiting the L61461 onto the N83 are already limited. In the Additional Information submitted (Item 1.2) the Applicant's drawings show sightlines of only **20m and 35m** at this Junction, which is dramatically below required standards. For a junction with a National Road (N83) **215m** minimum sight distance is normally required in each direction. Anything short of that is dangerous. The proposed Access Road and any associated works do not resolve this deficiency, in fact, the **presence of large trucks turning** in and out will further **block visibility**, making it even more perilous for us to pull out onto the N83 or for oncoming traffic on the N83 to see turning vehicles.
- **High Traffic Volume on N83:** The N83 itself is a **very busy road** (Galway to Tuam route) A recent traffic count (15th December, 2025) recorded an Average Daily Traffic of **11,056 vehicles on the N83** at this location. This includes a high proportion of trucks and buses. Adding continuous Construction Truck convoys entering and exiting at L61461 will significantly disrupt traffic flow on the N83 and heighten the risk of collisions. It is already difficult to find safe gaps to turn, with slow-moving laden HGV's trying to pull out, the situation will worsen.
- **Proximity of Bus Stops:** At the Junction of L61461 and the N83, there are established Bus Stops used by Public Transit. Burke's Bus Service runs between Galway and Tuam and makes at least **44 bus trips** (22 round trips) past this area daily. Picking up and dropping off passengers at these stops. In addition, a **Bus Eireann school bus** serves our community, with about 4 stop locations near the L61461/N83 Junction for school children to be picked up and dropped off (for both National and Secondary Schools) The presence of heavy Construction traffic raises obvious safety questions for children and other passengers at these stops. **What measures**, if any, has the developer proposed to ensure the safety of school children walking along the road and waiting the N83 roadside?.

There is no indication of any special crossings, traffic marshals or adjusted schedules to protect local pedestrians. It is extremely concerning that this has not been addressed. Children standing on the side of a busy National Road with large trucks turning in and out is a recipe for tragedy.

- **Opposite Junction Conflict:** Directly across from our L61461 junction, on the far side of the N83, lies the junction with the **L6146 local road**. This is an exceptionally busy junction as well, serving a large hinterland along the L6146 are a **Nursing Home, a National School, A Creche (childcare facility) a Graveyard, numerous family homes and various businesses**. So the N83 in this immediate area is already handling turning movements for two local roads across from each other, with significant traffic from school runs and commercial activities. Introducing dozens of additional Construction truck movements into this mix (especially if those trucks might queue or pause near the mouth of L61461) will greatly increase the complexity of the traffic situations. The likelihood of **traffic incidents or accidents** will rise accordingly, affecting not just our Local Road but the General Public travelling the N83.

In summary, the Windfarm Project would turn our quiet cul-de-sac into a **busy construction corridor** and create a hazardous hotspot at the Junction with the N83. My family's daily activities, such as commuting to work, school drop-offs, farm deliveries etc, all require using the L61461 and N83. If this Development proceeds, those routines activities would become difficult and dangerous, having a **devastating effect on our daily lives**.

Flaws in the Traffic Management Plan.

The Developer's proposed Traffic Management Plan (TMP) is, in my view, entirely inadequate and unworkable. It does not convincingly show how the Traffic Issues will be managed. I wish to highlight several specific flaws in the Plan:

1. **No Enforcement Mechanism:** The TMP does not specify **who will control or police** the huge volume of Construction Traffic. With so many Contractors and Haulage Companies involved, there is a serious question of oversight. The Plan sets out some rules (e.g. designated routes, timings), but if those Rules are violated (for instance, a truck comes at an

unscheduled time or speeds though the village) **who will be accountable?**. There is no clear enforcement or penalty mechanism described. This raises doubt about the Plan's effectiveness on the ground.

2. **Incomplete Traffic Accounting:** The TMP fails to account for all the categories of traffic that will be generated. As outlined in the previous section, the Plan seems to consider only a limited subset of trips (perhaps staff commuting and concrete deliveries) . It **omits** other materials and services, for example, deliveries of stone machinery, fuel, turbine parts etc., and the day-to-day movement of Personnel and Visitors. This omission means the Plan **underestimates the traffic load** and does not plan for managing those additional trips. In short, the TMP's scope is too narrow and does not reflect the full impact described above.

3. **Impractical Convoy Strategy:** The Applicant proposes to use a **flagman system** on the L61461 (as show in Figure 16 of the TMP) to hold and release groups of HGV's in convoy when entering or exiting the Site. This idea is impractical for several reasons. First, it assumes truck drivers will willingly idle on a small road awaiting instructions. In reality, many truck drivers are under tight schedules or paid per delivery, a driver facing delays may not patiently obey a flagman if it means a deadline or payment metric. Second, the L61461 road **has no capacity to hold multiple heavy trucks**. It is a cul-de-sac serving homes, there is no extra lane or shoulder. If, say, 3 or 4 concrete lorries are stopped on the L61461, they would likely block residents' driveways (including my own) and potentially even extend back to the N83 junction, creating a dangerous blockage. The convoy idea might work on paper, but on our narrow road it, **cannot be safely implemented**.

4. **Ignoring Local Road Users:** The TMP completely ignores the presence of existing local traffic and pedestrians on the L61461. As noted, dozens of local vehicles use this road, and children walk along it to reach School Bus Stops on the N83. The Plan makes no mention of how **local traffic will co-exist** with convoys of HGVs. Will residents be expected to wait

behind convoys, or squeeze past on a one-lane road?. What if a resident or farm vehicle meets a convoy coming the opposite way?. These real-life scenarios are not addressed. Likewise, **no provisions for pedestrians safety**, are mentioned.

PEDESTRIANS, Who are school children making their way to or from the school Bus Stop on the N83 at the top of the L61461, these school children will be pedestrians during the Developer's **STANDALONE TRAFFIC AND TRANSPORT ASSESSMENT** morning and evening peak times. The oversight suggests the plan was drafted without consideration of the Local Community's needs and safety.

5. **Unrealistic Timetables:** The TMP contains assertions that are plainly unrealistic. For example, it suggests that 3 HGV's can exit from the L61461 onto the N83 in **27 seconds**. Given the heavy traffic on the N83, it currently can take 4 – 6 minutes for even a single car to find a safe gap to turn out. The idea that three large trucks could all pull out within a half a minute is **virtually impossible** under normal road conditions as it would require stopping traffic on the N83 entirely. This kind of claim calls into question the credibility of the entire plan. It appears to downplay the disruption and delays that will actually occur on the N83.

6. **Over-Optimistic Assumptions:** Overall, the TMP relies on optimistic assumptions about driver behaviour and compliance. It assumes, for instance, that all Contractors will strictly adhere to set routes and times, that no deliveries will occur outside designed hours, and that co-ordination will be flawless. In practice, such large projects often face deviations such as a delayed concrete pour, a breakdown requiring an extra delivery etc. The Plan does not specify any contingency for such events. Nor does it discuss communication with the Local Community (e.g. advance notice of road blockages or abnormal loads) In my view, the plan in its current form **will not protect the Local area** from traffic chaos or ensure safety.

In summary, the Traffic Management Plan as presented is **insufficient and not credible**. It does not alleviate my concerns about traffic, in fact it heightens them, because it shows a lack of practical solutions. An Coimisiun Pleanála

should require a far more robust and community conscious traffic plan if such a Development were ever to proceed (and, in my opinion, the traffic issues are so inherent that the project should simply not proceed in this location).

Environmental and Structural Impact. The proposed Windfarm Development also threatens to cause significant **environmental disturbances and structural damage** in our area, especially to our own property.

Noise, Dust and Pollution: With the access road and constant traffic running just 30m from our home, we will be subjected to continuous **noise pollution** (engine noise, braking and truck vibrations) and **air pollution** (diesel exhaust fumes, dust from road works) throughout the construction period. There will also be **light pollution** from vehicle lights and possibly floodlighting of the Security Compound and the Site work at night. Currently, we enjoy peace and quiet, the project would shatter this rural tranquillity. This level of disturbance, occurring daily (and potentially at night if any works or turbine deliveries happen during off-peak hours), is far beyond normal or acceptable in a residential context. It will adversely affect our family's health and comfort, especially our children, who need a quiet environment for study and sleep.

Vibration and Structural Damage: The construction process involves heavy civil engineering works very near our dwelling. The plans include extensive **digging, rock breaking and possibly rock blasting** to form turbines foundations and new roads. Additionally, the barrage of HGV traffic (nearly 100,000 trips over the project) will send constant vibrations through the ground. I have **grave concerns** that these activities will **damage the structure of our home**. Vibration can lead to cracking in house foundations, walls and plasterwork and blasting, in particular, carries a risk of shock waves causing structural harm or even rendering a building unsafe. Our house is not designed to withstand such stresses. Any damage caused would be irreparable and would impose huge costs and loss of use on us with the devaluation of our home. It is simply unacceptable to put our home of many years at such risk.

Impact on Livestock (Stud Farm). I am not a consenting landowner, and our family farm includes Connolly Stud Farm where we breed and raise horses. The peaceful environment is important for the well-being of our horses. I am very concerned that the loud noises and vibrations from continuous rock breaking, heavy machinery and any blasting could spook the horses or cause them severe stress. **Unnecessary stress** on our mares could and can cause a mare **to abort a foal and could also result in the mare never going back in foal again**. Sudden

loud blasts or constant rumbling of trucks can lead to accidents or health issues with our livestock. This not only puts animals in danger but also threatens our livelihood. The EIS documents does not appear to consider the impact on nearby farm animals and business such as our Stud Farm. This is a significant oversight in assessing environmental impact.

See below picture of Horse Passport .



Blasting: Further information 13.1 MKO state “it is not envisaged that rock blasting will be required at this site”. This should be a “yes” or “no” answer. What does “not envisaged” mean? In my opinion blasting will likely be required, due to the nature of the land and also could lead to damaged underground waterways with links to Lough Corrib.

In conclusion, the environmental impact on not only our immediate surroundings but also our livelihood would be severe. We would lose the clean air, quiet and stability that we now have, and instead face dust, noise and potential damage to our home’s structure. These effects cannot be fully mitigated given the proximity of the works as they are intrinsic to the project design.

Shadow Flicker and Health Impact. Another concern we raised previously, which remains unresolved, is the issue of **shadow flicker** from the wind turbines and its potential effects on our family’s health and comfort. Our home

is identified in the Plans as House **H041**, at a distance of about **1,241 meters** from the nearest proposed turbine (Turbine No. 8). Despite this distance, the projected **shadow flicker** at our residence is above the normally permissible level.

Shadow Flicker is the strobing effect caused when sunlight is intermittently blocked by the rotating turbine blades. It can be very disturbing when it occurs within one's home or property. According to accepted guidelines (including the 2006 Wind Energy Development Guidelines), shadow flicker at neighbouring dwellings should not exceed **30 hours per year** or **30 minutes per day**. Yet, based on the turbine layout and our house location, the **daily flicker allowance would be exceeded** at our home. In other words, on certain days we would experience prolonged periods of flicker as the sun passes behind the turbine blades, well above the recommended safe threshold.

This is not a trivial nuisance. Shadow Flicker, especially if they happen during mornings or evening hours regularly, can cause **headaches, stress and anxiety** for residents. It is known to particularly affect individuals with sensitivities (i.e. those prone to migraines or epilepsy in rare cases). Even for those without medical conditions, it is an unpleasant sensory disturbance that can prevent the enjoyment of indoor and outdoor spaces. The fact that our home would be subjected to excessive flicker every sunny day at certain times is deeply worrying. The application does not set out any effective measures to eliminate or sufficiently reduce this flicker (such as automatic turbine shutdowns during peak flicker times, which would anyway be difficult to implement consistently). Thus, the **health and well-being of my family** could be adversely affected by this aspect of the Windfarm operation for its 30-year lifespan.

Property Rights and Consent Issues. I must also object on the grounds that the Project as proposed **appear to encroach on private property rights** without proper consent, including my own property. There are multiple instances in the Plans where the Developers presume access to or use of lands outside the Windfarm site, which they have **no permission** to use.

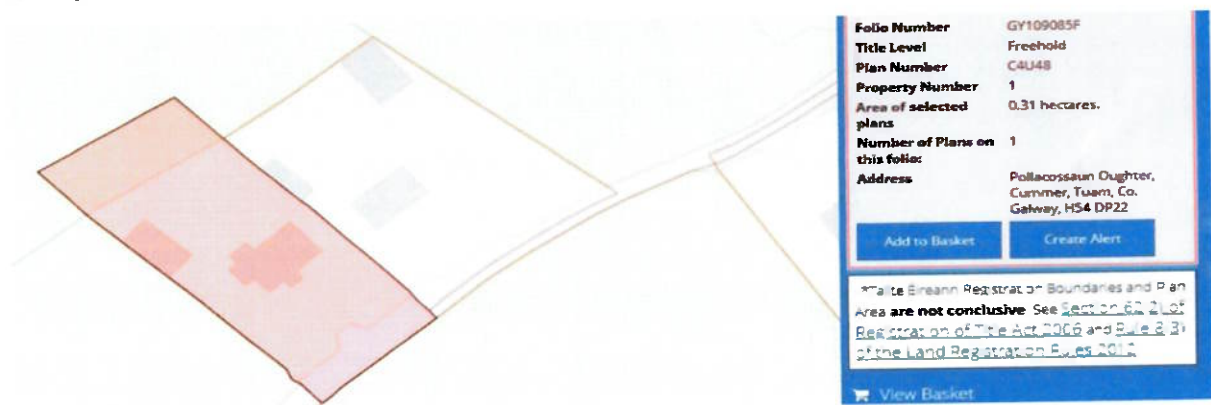
Firstly, the **revised Site layout plan** submitted by the Developer shows certain shaded areas along the public road which are described as **"setbacks" to the road frontage of private houses** (including mine) I, interpret this to mean they intend to carry out works on the edges of private lands (perhaps to improve sightlines or widen the L61461 near the entrance). **No consent has been obtained** from me for any works on my property frontage, and **I will not grant**

such consent. I am aware that some other neighbours have also not given any consent. To proceed with altering private frontages without permission would be outright **trespass**. It is alarming that the Applicant included these areas in their plan **without consulting or securing agreements from the homeowners**. We feel our property rights are being ignored I would point out that under Irish Law and the Constitution's property rights provisions, the **violability of private property** is protected and one cannot simply appropriate or interfere with someone's land for a project, not even for sightline improvement, unless legal processes (like CPO or voluntary agreement) are in place, which they are not in this case.

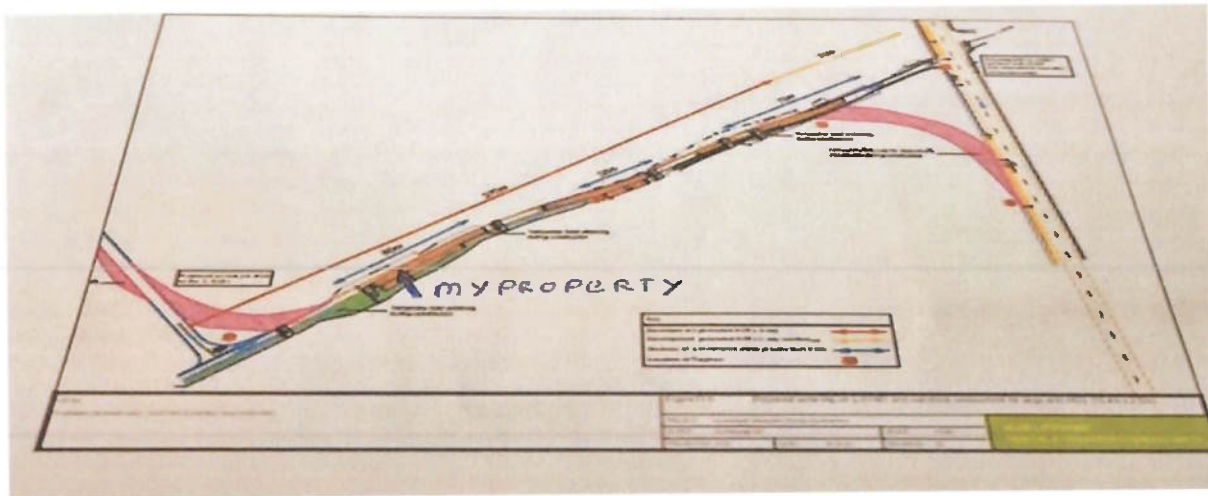
Secondly, I have concerns about statements made by the Applicant in the Planning Application documentation regarding landowners permission. On the application form to An Coimisiun Pleanála **Laurclavagh Limited** indicated something to the effect that they had sufficient legal interest or consent for any lands needed for the Development. If this includes the use of our private road frontage or any part of our property, that statements is **misleading**. **At no time did the Developer approach me** to discuss using my land for their project. I want to state for the record that **I have not and will not give permission to** Laurclavagh Limited (or any associated entity) to use any portion of my property for Windfarm Development. Any claim to the contrary is false. An Coimisiun Pleanála should be made aware that local landowner consent is **absent** for critical aspects of the proposed access works.

In summary, the project in its current form conflicts with basic **property rights**. The Developer's plans entail entering or modifying private property without consent, which is unacceptable and unlawful. This disregard for owners' permission further underlines that the proposal is being advanced in an inappropriate manner.

See picture below of folio and full site layout.



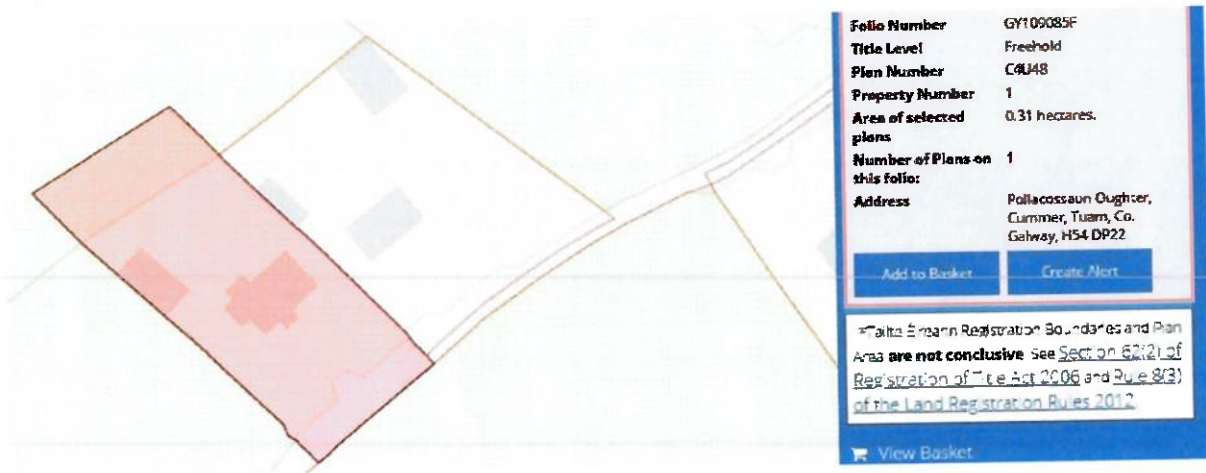
See Picture Below Of Two HGVs Passing. See encroachment below



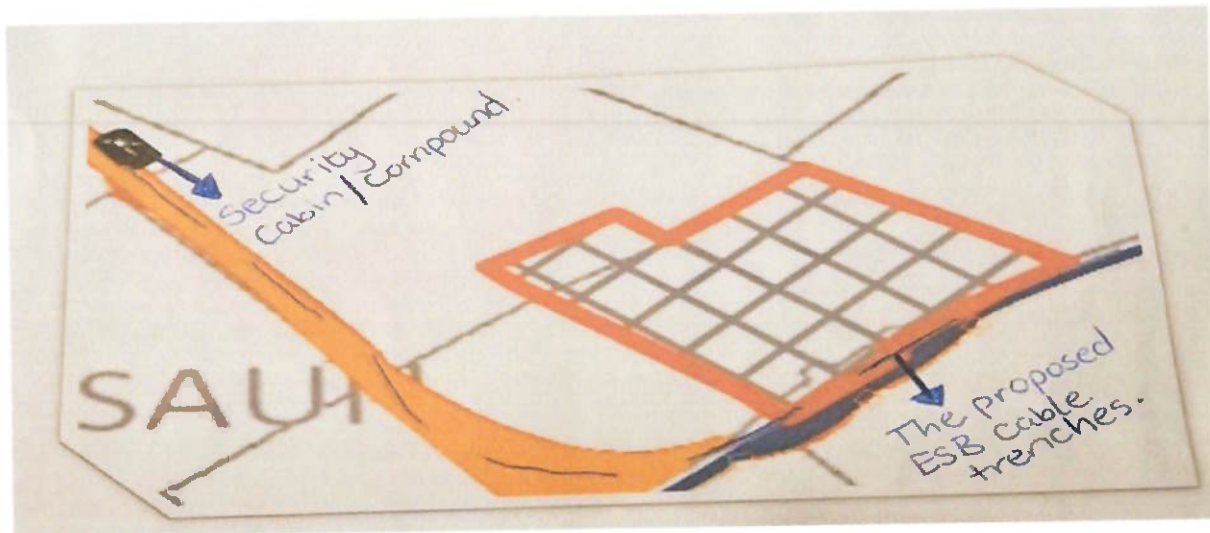
ESB Trenches and Water Infrastructure. Two specific infrastructure issues highlight how the proposal fails to account to Local Property and Services.

ESB Grid Connection Trenches: The plans (drawings by Consulting Engineers MKO) show the route of the underground grid connection (the cable trench carrying electricity from the Windfarm to the national grid) **Notably, the proposed cable route crosses into my property** which is registered as Folio No.GY109085F. I want to emphasize that this is my **private land** outside of the Public Road. **No Representative** of Laurclavagh Limited or the ESB has contacted me to obtain an Easement or permission for laying a power cable through my property. I was shocked to discover this in the Drawings. If the Developer intends to run the cable via my property, that constitutes trespass and is **unequivocally not permitted**. They do not have the right to dig an ESB trench on my property, and I will oppose any attempt to do so. This again reflects a lack of respect for land ownership and due process in the planning of this project.

My folio map below.



Picture Below Proposed ESB Cable/ Trenches going through my Property without consent.



Clough/Cummer Group Water Scheme. Our area is served by the Clough/Cummer GWS a community run water supply network. Crucially, the main water pipe for this scheme runs through the area of the proposed Windfarm access road. In fact, the pipeline transects the L61461 in the vicinity of the new entrance. The Environmental Impact Assessment Report (EIAR) documents submitted by the Developer have **not properly identified or addressed this infrastructure.** The GWS pipelines are not mapped in the EIAR Appendix 9-5 (the section concerning Water Services and Hydrology). While the Consultants, MKO acknowledged the existence of the pipe in a map notation, they failed to assess the potential impact on it. This is a serious omission.

Disturbing or damaging the Group Water Mains could have **dire consequences**. **That pipe supplies potable water** to numerous families (including my own home and farm). Construction work such as excavating for the new road or cable trench could crack or break the pipe. Even heavy vibrations from machinery could compromise old joints. If that were to happen, it would cut off water supply to homes and farms and could take considerable time to repair, leaving residents and farm animals without water. Additionally, a pipe re-a could lead to contamination of the water (e.g. ingress of soil or pollutants) or excessive water leakage into the ground. Given that this area likely has **underground waterways and drainage links to Lough Corrib**, a major pipe rupture or prolonged leak could even impact water tables or water quality feeding into the Lough which is an environmentally sensitive area. None of this has been discussed in the Application. There is no mention of consulting the Clough/Cummer GWS Committee or any plan for protecting or rerouting the water line. This lack of consideration for critical Local Infrastructure again shows the Project's planning is incomplete and flawed.

To summarize, the proposed Development disregards important **infrastructure constraints**: It assumes access to private land for the grid connection that it does not have, and it overlooks the presence of a Community Water Supply line. These issues could halt the project or have severe impacts if not addressed, and they exemplify the Applicant's failure to fully account for local conditions.

Conclusion.

In conclusion, I respectfully urge An Coimisiun Pleanála to **refuse permission** for the proposed Laurclavagh Windfarm Development. The project, as currently designed, would have an intolerable impact on my family and our community. It would violate our privacy and sense of security, endanger road safety, harm our Environment and home, trample on property rights and generally diminish the quality of life for those of us living nearby. The Application and supporting documents contain numerous gaps and inconsistencies (as outlined above), which cast doubt on the viability and safety of the proposal.

I trust that An Coimisiun Pleanála will give full consideration to these serious concerns. The welfare of Local Residents and the preservation of our rights and environment should be paramount in your decision.

Thank you for taking the time to review my submission.

Yours Faithfully

Brian and Pauline Connolly. (Objectors)

Pauline Connolly
Brian Connolly

Declaring our support for other Community Objections

We agree and fully support all the objections raised by the group/individual submissions from our fellow community members.

We echo those broader community concerns such as:

- Inadequate Environmental Impact assessment on Groundwater, Karst Geology and Blasting gaps
- Biodiversity loss of local flora and fauna
- Threats to Equine Industry and horse welfare
- Residential Amenity Impacts - Noise, Vibration and shadow flicker
- Inadequate modelling practices in the EIAR
- Public health concerns – Sleep, health and lack of HSE consultations on the project
- Visual and Landscape intrusion
- Impacts on Recreation and Tourism
- Planning policy conflicts
- Impact on property values
- Construction Traffic impact on the L-61461
- Lack of consent and permission from landowners regarding grid connections

We incorporate them here by reference as part of our own objection to the proposed development.

We respectfully request that An Coimisiun Pleanála give full and careful consideration to the issues outlined above and, considering them, **refuse this application** in order to protect our community and local environment.

Thank you for your attention to our submission.

Signed,

Brian Connolly
Pauline Connolly

BRIAN CONNOLLY
PAULINE CONNOLLY

02-01-26
02-01-26