

## Sinead White

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**From:** Karen Croke <karyncroke@gmail.com>  
**Sent:** Tuesday 6 January 2026 20:02  
**To:** SIDS  
**Subject:** Submission regarding Case Reference PA07.319307  
**Attachments:** Objection to Proposed Use of L-61461 for Construction Traffic\_Case Reference PA07.319307 .docx

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**Categories:** Sinead White

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To whom it may concern

Please see attached our submission regarding the Laurclavagh and adjacent townlands, Co. Galway proposed no 8 wind turbines and associated work applications. (Case Reference PA07.319307)

This is our response to the request for further information and we ask t that it be used in addition to our original submission for consideration by the board

Please can you confirm receipt of this email

Kind regards

Karen Croke  
0851643196

**Submission to An Coimisiún Pleanála  
Re: Proposed Laurclavagh Renewable Energy  
Development (Case Ref: PA07.319307)**

***Objection to Proposed Use of L-61461 for Construction Traffic***

**Introduction**

We, the residents of the L-61461 local road in rural County Galway, are writing to express our strong objection to the developers' plan to route all construction traffic for the Laurclavagh Renewable Energy project (Case Ref: PA07.319307) via the L-61461.

This submission outlines the grave concerns shared by residents regarding safety hazards, noise and general nuisance, and the lack of proper planning for road works on our small country road.

Our **primary objections** are as follows:

- **Road Safety Risks:** L-61461 is a narrow one-lane *boreen* road with a single entry/exit point, unsuitable for large volumes of heavy construction traffic. Forcing all construction trucks down this road will endanger public safety.
- **Unassessed Road Widening Works:** The developer has vaguely mentioned widening/upgrading the road but provided no details on how this will be done. We believe the required roadworks have not been properly assessed and pose additional impacts that have been overlooked.
- **Noise, Disturbance and Loss of Amenity:** The constant passage of HGVs (heavy goods vehicles) will shatter the peace of our rural community, causing noise, vibration, and nuisance that will severely affect residents' quality of life and mental well-being.

For these reasons, we urge An Coimisiún Pleanála to **refuse permission** for the use of L-61461 as a construction traffic route. The proposal as it stands would

fundamentally conflict with the proper planning and sustainable development of the area by endangering public safety and undermining residents' rights and amenity.

## **Safety Hazards on a Narrow Rural Road**

The L-61461 is **extremely narrow, effectively one car's width, with no footpaths or shoulders**. Two vehicles cannot pass each other except at a few informal pull-in points. The road was never designed for heavy traffic. Yet the developer's plan is to send all construction vehicles (trucks carrying turbines, concrete, stone, etc.) down this lane.

According to the application documents, a new temporary access road will connect from the N83 onto L-61461 specifically to funnel construction traffic onto this local road. In other words, *every* construction truck will travel the length of L-61461 to reach the site. This is an appalling prospect for those of us who live along and use this road daily.

**The volume and size of traffic proposed on L-61461 far exceed its capacity and creates a serious traffic hazard.**

With the construction traffic, the L-61461 is predicted to have a **1400% increase** in peak hourly traffic by the developer's own figures.

Even averaged over the day, the Environmental Impact Assessment predicts a **five-fold increase (+399.8%)** in traffic on L-61461 yet astonishingly labels this as only a "temporary slight" impact.

From a resident's perspective, such an enormous jump in traffic, especially heavy trucks on a single-lane road, is anything *but* slight. It represents a fundamental change in road usage that brings obvious danger.

**Multiple safety risks arise from this situation.**

### ***Risk of Collisions and Blockages:***

On a one-lane road, opposing vehicles cannot pass. A car coming upon a 40-tonne truck will have to reverse a long distance or be forced off the road. The chances of accidents will rise sharply.

If two construction trucks meet each other (or meet a farm tractor) one will have to back up precariously. Any mistake could lead to a collision or a vehicle slipping into a ditch or stone wall. The **public safety hazard** here is clear.

An Coimisiún Pleanála has previously refused development where extra traffic on a substandard rural road would endanger public safety. The same logic applies here: this plan would “*endanger public safety by reason of traffic hazard*”, given the road’s physical limitations.

### ***Emergency Access Concerns:***

The L-61461 is the **sole access road** serving our homes, it is essentially a cul-de-sac. Introducing continuous heavy traffic on this single exit road raises a terrifying scenario: what if an HGV breaks down or otherwise blocks the road? Residents would be completely trapped. **Emergency services could not get in or out.**

In the event of a house fire, medical emergency or any crisis, seconds matter! A stranded truck could prevent a fire engine or ambulance from reaching us, with potentially fatal consequences. Likewise, if a family needs to evacuate quickly, they could be blocked in by a convoy of construction lorries.

This is not a theoretical worry; it is a life-and-death matter. We have seen no credible plan from the developer on how emergency access will be maintained at all times during construction. The absence of such contingency planning is alarming and unacceptable. The Board must consider that any approval of this traffic route, without strict safeguards, could be literally *putting lives at risk*.

### ***Inadequate Road Structure:***

Beyond width, the road’s physical structure may not support repeated heavy loads. The L-61461 has weak edges and is bounded by drainage ditches and old stone walls. A stream of heavy trucks will likely cause rapid wear, potholes, and collapse

of road verges. There is a high risk of damage to the road surface and to adjacent property (walls, fences, etc.).

Large trucks also require wide turning movements, already at the N83 junction there are visibility and turning issues. Any **failure of road infrastructure** or an attempt by trucks to pull in on soft verges could lead to accidents or road collapse. Again, the planning application does not reassure us that these issues have been resolved. On the contrary, it acknowledges restricted visibility at the N83/L-61461 junction and offers no improvements. *This is insufficient to guarantee safety.*

### ***Hazards to residents:***

According to the planning documentation, the proposed temporary road connects to the L-61461 directly adjacent to the entrance of an existing residential property. This residence is regularly accessed by several young children. Due to the alignment and limited visibility from the property entrance toward the temporary road, there is a significant risk that vehicles, particularly large trucks, will be unable to detect pedestrians or vehicles exiting the residence in time to react safely. The current design presents a serious traffic safety hazard and poses an **unacceptable risk** of collisions or injury, particularly involving children. (*See Attachment 2, Figure 1*)

In summary, routing construction traffic down L-61461 creates an unacceptably dangerous situation. The road is simply too narrow and substandard. The proposal “*would endanger public safety*” due to traffic hazard, as it introduces heavy traffic to a road grossly unsuited to it. I implore An Coimisiún Pleanála to recognize the serious safety implications and not force our quiet local road to become an unsafe haul route.

## **Lack of Clarity and Oversight in Road Widening Plans**

Throughout the application, the developers have repeatedly mentioned that the L-61461 will be “**upgraded**” and widened to accommodate construction traffic, yet

they have provided *no detailed explanation* of how or when these road works will be carried out.

This lack of transparency is deeply concerning to residents, as it suggests that a significant aspect of the project has not been properly planned or assessed.

In the project description, one of the listed components is an “*upgrade of the existing L-61461*”, implying that physical alterations to the road are intended. In informal communications and responses, the developer indicated that certain stretches of L-61461 might be widened.

For example, at one point a 35-metre section of the road was to be widened, but in a later addendum the applicant stated this would **not** be done under this application (supposedly because another separate permission would handle it).

It was then claimed that “*no further road widening works are necessary along this stretch of the L61461*”. This only adds to the confusion.

The developers appear to be **splitting off** critical road improvements to a different planning process, or assuming another body will handle them. Meanwhile, residents are left completely in the dark about what roadworks will actually occur and how our access will be managed during them.

**We consider this a major oversight and a procedural flaw in the application.**

## **No Methodology or Timeline:**

If the L-61461 is to be widened or strengthened, how exactly will this be achieved on a road barely 3m wide? Will the stone walls and hedgerows along the road be removed? Will the road be excavated or built out with additional pavement? How long will this work take, and will the road be closed or partially blocked during construction?

None of these questions are answered in the documentation available. There is *no road widening plan, no phasing or traffic management plan* for those works. Given the scale of what’s proposed (the road effectively needs to allow two-way passage of large trucks in places), one must assume significant construction activity on the road itself. Potentially diggers, bulldozers, road rollers, and dozens of truckloads of stone and asphalt. Yet the Environmental Impact Report nowhere **quantifies or assesses the traffic and disruption from these road works.**

**This is a glaring omission.** It suggests the developer has not fully considered the practical reality of preparing the access route.

### **“Temporary” Widening and Reinstatement:**

We understand from snippets of the plan that any road widening might be *temporary*, for instance, they may plan to temporarily remove a boundary wall or hedgerow to create passing bays or a slightly wider carriageway for the turbine deliveries, then rebuild the wall afterwards. Indeed, it is mentioned that the road would be “*reinstated to its original width post-construction by reconstructing the stone wall*” that was removed.

While this might sound reassuring on paper, it actually raises more questions.

The process of “temporarily” widening and then reinstating **involves two rounds of construction on the road itself**. First the road/land is disturbed to widen it, then after the project is complete, it’s disturbed again to restore it. This doubles the potential for disruption. And critically, if a stone wall is removed along the lane, where will it be rebuilt? Closer to our homes or in a different configuration?

And during the interim, with no wall or hedge, will our properties be exposed directly to the road and construction traffic? None of this is detailed. We are essentially being asked to trust that the developer will tear up our road and put it back together again, without any plan shown to us or to An Coimisiún Pleanála about how it will be done safely. **This is not acceptable.**

### **Traffic During Road Works:**

The paradox is that to widen the road for construction traffic, the developer will likely need to **use the road for construction traffic**, an absurd catch-22.

Heavy machinery and materials needed for road widening would themselves have to come via the L-61461. This means **additional HGV trips before the main project construction begins**, for which no separate traffic count is provided.

It also means periods when the road might be partially blocked by machinery laying tarmac or building passing bays. How are residents supposed to get to work, school, or go about daily life if the only road out is under construction?

If the plan is to do these works in stages (say 100m at a time), that still necessitates traffic control, possibly long waits or convoys. There is a *real risk of complete road closure* at times, because on such a narrow lane even a small work zone could obstruct passage. Yet the application offers **zero information on this critical aspect.**

This **lack of a road widening traffic management plan** is, in our view, grounds for refusal by itself as the application does not present the full scope of works and impacts for evaluation.

### **Safety Assessment of Road Works:**

Relatedly, no **safety assessment** has been shared regarding the road widening activity. Working on a public road requires careful planning: signage, diversions, safety for workers and for local traffic. The residents are deeply worried that ad-hoc widening works will create hazards (e.g. open trenches or unfinished surfaces overnight, machinery operating close to our property entrances, etc.).

The developer should have submitted a detailed **Construction Traffic Management Plan** covering how both the wind farm construction and the road upgrade will be handled safely.

**Its absence is noted.**

We question whether the statutory bodies (Galway County Council, TII, etc.) have even approved the concept of altering this local road for the project. If they have, no documentation of such approval or conditions has been provided in the application.

In sum, An Coimisiún Pleanála is being asked to approve a development where a key piece of information, the upgrade of the access road, **is undefined and unassessed.**

This piecemeal approach is contrary to proper planning as it prevents a holistic assessment of environmental and community impacts (*potentially running afoul of EIA requirements by **project-splitting** the road works*).

We urge An Coimisiún Pleanála not to accept such a half-baked proposal. At the very least, the developer must be required to submit a comprehensive **road**

**widening and safety plan** for the L-61461, including an honest assessment of the duration, traffic volumes, and disruptions involved.

Without that, permission should be refused as it is simply **not credible or safe to proceed otherwise**.

## **Noise, Nuisance, and Loss of Rural Amenity**

One of the most distressing aspects of this plan for residents is the anticipated **noise and general disturbance** that will come with hundreds of heavy trucks and construction activities in our quiet rural environment.

The L-61461 and its surroundings currently enjoy peace and tranquility as a secluded countryside setting where one can hear birds singing and the wind in the trees. **The onslaught of construction traffic threatens to destroy this peace for the multi-year duration of the project, and possibly beyond.**

## **Constant Heavy Traffic Noise:**

The developer's own noise assessment claims that construction noise levels at the nearest houses will remain below certain guideline thresholds and thus "*are deemed to be not significant*". With respect, we strongly disagree with that conclusion.

The baseline here is extremely low noise, maybe a passing tractor or a distant car a few times a day. Introducing frequent HGV pass-bys (and possibly idling or queuing on the lane) will absolutely be **audible and intrusive inside our homes**, even if nominally under some dB limit.

Low-frequency vibrations from heavy trucks can cause windows to rattle and can be felt in the ground; these are impacts the residents will feel, even if an environmental report downplays them.

Many of the homes on this road are close to the roadside. There will be **no escape from the disturbance** when dozens of 40-ft trucks drive by each day.

Normal domestic activities, sleeping, working from home, children doing homework, or simply relaxing, will be constantly interrupted by the noise and commotion.

Evening and early morning are usually quiet times here, however, construction traffic will most likely start at dawn or continue after dark for special *deliveries* (*turbine components are often transported at night*). The developer indicates abnormal loads might be at night (allegedly to minimize traffic conflicts), but that means **night-time noise when residents expect quiet**.

This is deeply upsetting to contemplate.

### **Loss of Enjoyment of Our Homes and Area:**

The law recognizes that if noise or other interference becomes too great, it can constitute an unreasonable nuisance, defined as a “**substantial interference with the ordinary use and enjoyment of property**”.

That is exactly what we fear here. The barrage of construction traffic will substantially interfere with our ordinary use of our homes and road. We will effectively be living on a construction haul road rather than a rural lane.

Simple pleasures like sitting in one’s garden, taking a quiet walk, or even opening a window without dust and noise, will be lost.

Many residents chose this area for its rural tranquility and positive impact on mental health. Now we are faced with **stress, anxiety, and constant disturbance**.

In a recent High Court case, persistent noise from wind turbines was found to cause significant negative impacts such as **sleep deprivation and anxiety, undermining quality of life**.

While that case concerned operational noise, the principle is the same: chronic noise and nuisance can seriously harm residents’ health and well-being.

We are very concerned that the construction phase here (which may last 12–18 months or more) will inflict similar harm, causing stress-related health issues, loss of sleep, and deterioration in mental health due to the relentless disruption.

### **Loss of Recreational Use of the Road:**

The L-61461 is not just a driveway to our houses, it is also our **community’s walking route**. Neighbors routinely walk this road for exercise, to walk dogs, or simply to enjoy the scenery. It is a peaceful road bordered by hedges and fields, with very sparse traffic (ideal for safe walking and cycling).

All that will change if this plan proceeds.

You cannot safely walk on a road filled with heavy construction vehicles. There are no sidewalks so pedestrians would literally have to jump into the ditch to avoid trucks. The pleasant pastime of a morning or evening stroll down the lane will be gone, replaced by a sense of hazard and noise.

This has repercussions for physical health, since we will lose our safe space to exercise, and for mental health/social cohesion, since we will no longer be able to stop and chat with our neighbors on those strolls.

The **rural amenity value** of this boreen will be obliterated by its temporary conversion into an industrial haul road. Even children waiting for a school bus or walking to a friend's house will be at risk and inundated with noise and dust. Such a drastic change in local environment is **patently unfair to existing residents** who have a reasonable expectation to continue enjoying their locality.

## **Dust, Dirt, and Vibration:**

Along with noise, the nuisance of dust and dirt cannot be ignored. Large trucks will kick up dust from the road and verges, especially in drier weather. In wet weather, they will track mud. We anticipate a constant layer of grime on our property frontages, cars, and windows due to this traffic.

Construction projects typically try to mitigate dust on site, but who will dampen or clean a public road being used by dozens of trucks? Likely no one on a daily basis. The result will be our homes and gardens suffering the fallout.

Vibration from heavy vehicles is another concern as repeated vibrations can cause minor structural damage (cracks in plaster or weakening of old walls), particularly to older houses or roadside stone walls. It is not clear if any baseline structural surveys or vibration monitoring are proposed for properties along the L-61461, if there has been, none have been communicated to us.

So, if damage occurs, who will take responsibility? This is another worry that is adding to residents' stress.

In conclusion, the **intangible but very real losses** to residents' quality of life must be given weight.

**The Constitution of Ireland and our legal system place value on the inviolability of the home and the individual's right to peaceful enjoyment of their property.**

While development is necessary at times, it **should not** come at the cost of making people's homes nearly unlivable due to noise and nuisance. *(And this is before the turbines are even constructed! Not even mentioning the nuisance that would follow due to infrasound, shadow flicker etc. See group submission for our objections on the following topics).*

An Coimisiún Pleanála is tasked with balancing development against residential amenity.

In this case, the balance tips heavily in favor of protecting the established community on the L-61461.

The projected impacts here are not minor or "slight", they go to the heart of our day-to-day well-being.

We respectfully assert that forcing residents to endure such conditions is **contrary to their rights and to principles of proper planning**. It would set a terrible precedent to allow a rural cul-de-sac to be used in this manner, disregarding the inhabitants' health and comfort.

## **Lack of consultation and consent from property owners**

- **No Consent for Truck Pull-In:** We **do not consent** to our land being used as an area for construction traffic or trucks to pull in to facilitate passing. Our property is private, not part of the public road, and **any use of it by the developers or their contractors without our permission will constitute trespassing**.

Even something as simple as parking a vehicle on someone's driveway without consent is considered trespass, so using our driveway/land for construction traffic is wholly unacceptable.

- **No Permission for Grid Cabling:** We do not give permission for any grid connection cabling to be laid through or along our property. All required landowner consent must be in place before such works can occur, and we have not provided any consent.

The developer **cannot assume access to our land without agreement**, and any attempt to carry out cabling on our property without permission would be unauthorized. Under Irish law, it is long established that property lines extend to the midpoint (center line) of the road and therefore the cable cannot be laid in the road without landowners' permission. *(See Figure 1: EIAR Appendix 4-8a "Grid Connection Infrastructure")*

- **Protection of Property Rights:** It is alarming that the proposal identifies our private property for project use **without any consultation or approval from us**. This shows a blatant disregard for our property rights and raises serious **legal and safety concerns**.

We will vigorously enforce our rights to prevent any unauthorized entry or work on our land.

## **Safety concerns regarding the N83/L-61461 Junction:**

*Please see Attachment 2 for further information.*

## **Conclusion and Request**

In light of the points above, I urge An Coimisiún Pleanála to **reject the proposed use of L-61461 for construction traffic** and thereby refuse permission for the development as currently designed.

The plan as it stands is fatally flawed on multiple grounds:

- It presents an **unacceptable road safety hazard**, funneling intense heavy traffic onto a one-lane rural road and endangering local residents and road users.

*(Please see Attachment 2: Images of the N83/ L-61461 junction, potential safety hazards and residents' concerns).*

- It fails to provide any credible details or assessment of the road widening/upgrading works integral to the project, **thereby withholding critical information and likely underestimating the true impacts.**
- It would result in profound **noise, disturbance and loss of amenity**, effectively constituting an **unreasonable nuisance** to residents for the duration of construction and irreparably harming our rural way of life.

For these reasons, *(and the reasons outlined in Attachment 1 “Declaring our Support for Broader Objections”)* we strongly believe that the development as proposed is **contrary to the proper planning and sustainable development of the area** and should not be permitted as the project is **fundamentally unsuitable.**

I trust An Coimisiún Pleanála will give due consideration to the concerns of those of us who would live with the consequences of this plan every day.

We ask that our **rights to safe passage, quiet enjoyment of our homes, and freedom from undue nuisance** be upheld.

No development should come at the cost of isolating residents or making them prisoners in their own homes due to traffic and noise.

An Coimisiún Pleanála has a duty to protect communities from such egregious impacts.

Thank you for considering this submission. We hope for a favorable outcome that prioritizes the safety and amenity of local residents.

*Signed,*

*Vincent Croke, Ann Croke & Karen Croke on behalf of the concerned residents of L-61461*

*Address: Pollacossun Oughter, Cumber, Tuam, Co Galway. H54KF67*

## *Attachment 1*

### **Declaring our Support for Broader Objections**

In addition to the “*Objection to Proposed Use of L-61461 for Construction Traffic*” outlined above, we also **agree with 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 consultation on the project
- Visual and Landscape intrusion
- Impacts on Recreation and Tourism
- Planning policy conflicts
- Impact on property values

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

We respectfully request that An Coimisiún 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.

***Attachment 2:***

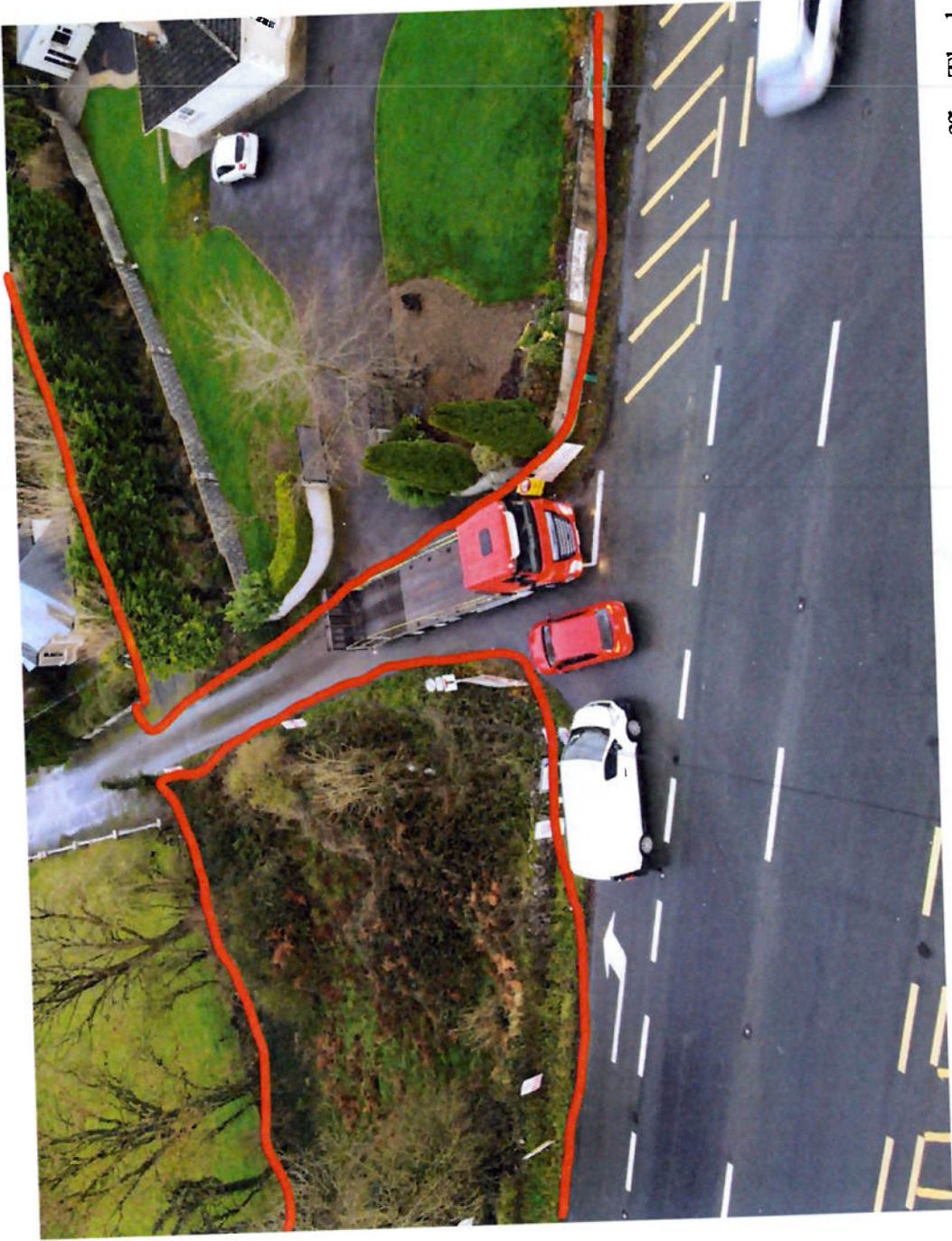
***Images of the N83/ L-61461 junction, potential safety hazards  
and residents' concerns***



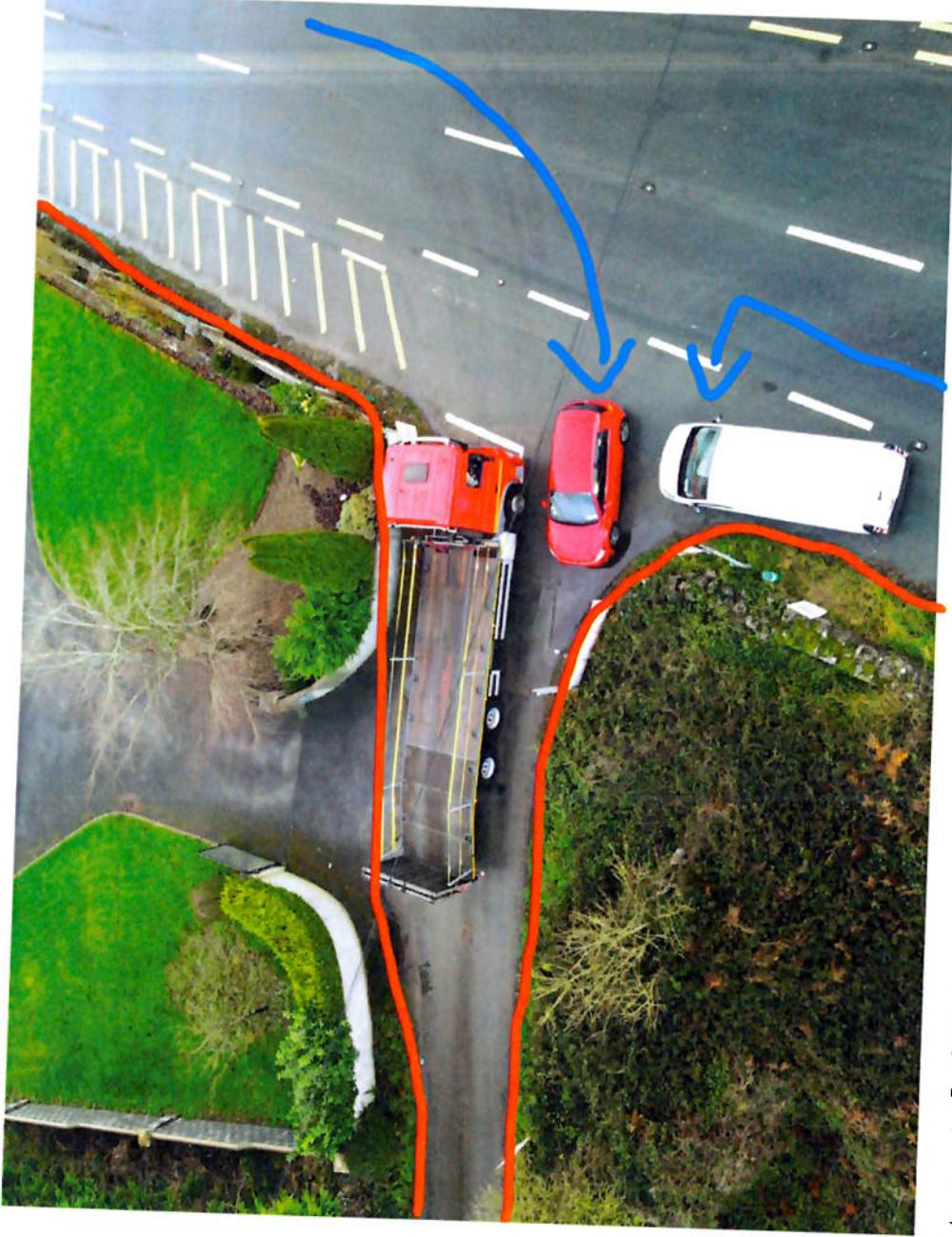
**"A picture is worth a thousand words"**



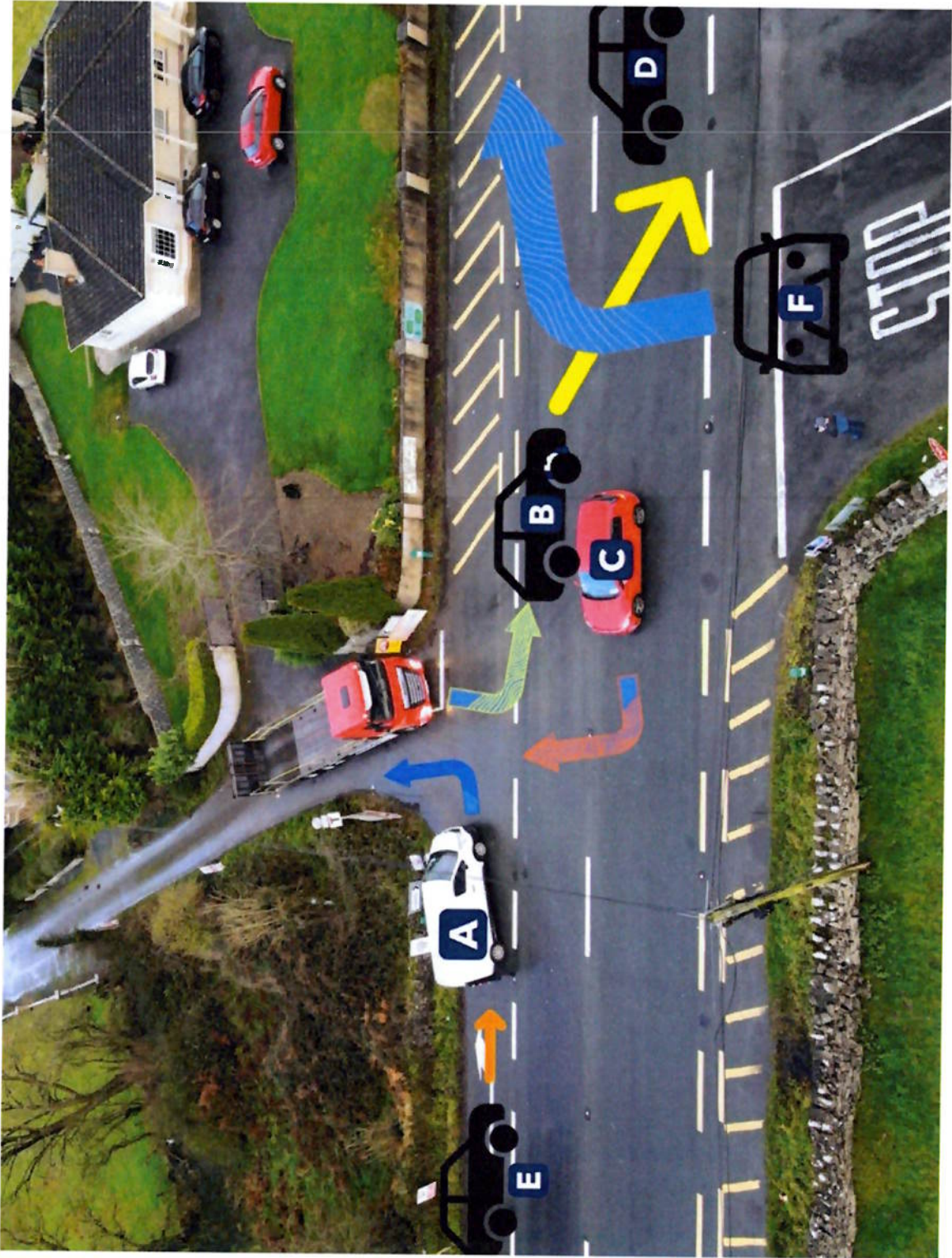
**Figure 1:** “Temporary” road access highlighted in purple. The red arrow indicates the location of the current residential properties gate. How is it safe for large volumes of trucks to enter the L-61461 so close to a previous road entrance from a residential property?



**Figure 2:** Entrance to L-61461, demonstrating that the junction is not suitable for heavy traffic. The boundary in **red** shows where landowners **HAVE NOT AND WILL NOT GIVE PERMISSION** for the road to be widened. It is clear that this junction is **NOT** suitable for the large volume of traffic that would be required for the construction of the Laurclavagh Windfarm as vehicles are unable to pass



**Figure 3:** Entrance to L-61461, demonstrating the hazard that will be created if construction traffic is exiting the L-61461 while cars are trying to enter from the N83. The boundary in **red** shows where landowners **HAVE NOT** **AND WILL NOT GIVE PERMISSION** for the road to be widened.



*Figure 4: (See below for scenario).*

#### ***Figure 4: Potential Scenario***

Construction truck is trying to exit the L-61461 and turn left onto the N83 but it cannot as Car B & Car C are waiting to turn off the N83.

Car C cannot enter the L-61461 as it is blocked by the construction truck. Due to this, Car C has held up traffic travelling south on the N83. Worst case scenario, Car D could potentially try to go inside Car C and collide with Car F waiting to exit the L-6146, if Car D is travelling too fast and not paying attention (which is common). Best case scenario, Car D stops on the N83.

With Car D choosing to be safe and stop instead of colliding with Car F, Car B is now prevented from exiting the N83 onto the L-6146 due to Car D blocking the entrance and Car F is prevented from exiting due to Car B.

Car A is also waiting to enter the L-61461 from the N83 and has entered the slip road, however, cannot precede due to the truck.

Car E travelling from behind, sees Car B indicating right. Worst case scenario, Car E assumes Car A is undertaking to pass Car B. Car E fails to realize that Car A is waiting to turn left and does not slow efficiently and a rear end collision occurs. Best case scenario, Car E stops on the N83. We now have a complete standstill of traffic on the N83 heading north and south, and no one can go anywhere

As the residents of the L-61461 we can tell you that this scenario happens very frequently and has caused several near misses to date. The only saving grace in this scenario currently is Car A & Car C being able to enter the L-61461 quickly to avoid collisions, however, this is still dangerous for residents as it is.

Allowing high volumes of construction traffic to block this junction for numerous years of development is a serious safety hazard for not only the residents, but every daily commuter of the N83.

**Point of interest:** As per the “Response to Further Information” document submitted by MKO on behalf of the windfarm developers, there is a proposal to place bollards down the center line of the N83.

As seen from the images, this junction is a crossroads. How is traffic going to flow with bollards down the center line?

It will completely block access to cars wanting to enter/exit the L roads on to the N83 and vice versa

**This glaring oversight underscores a fundamental lack of due diligence and thorough planning regarding the proposed construction route, and calls into question the credibility of the Environmental Impact Assessment Report (EIAR) and the integrity of the project application as a whole.**



**Figure 5: Turning angle for a truck exiting the L-61461 left onto the N83**

As per the "Response to Further Information" document submitted by MKO on behalf of the windfarm developers, all trucks exiting the L-61461 will turn left (to avoid crossing the white line) and there is a proposal to place bollards down the center line of the N83. It is clear that the junction is not wide enough for a truck to turn without crossing the white line, so how are they going to turn with bollards down the central line?



**Figure 6: Full view of narrowness extending all the way to the end of the L-61461**

*It is clear from the overview that the L-61461 is too narrow to accommodate large quantities of HGVs and any attempt to widen the road would result in huge blockages, road closures and hazards to residents.*

**This road IS NOT SUITABLE for this project**



*Figure 7: Additional photo emphasizing narrowness of the entrance/exit of the L-61461.*

Again, the boundary in **red** shows where landowners **HAVE NOT AND WILL NOT GIVE PERMISSION** for the road to be widened.



**Figure 8: Additional photo emphasizing narrowness of the entrance/exit of the L-61461.**

Again, the boundary in **red** shows where landowners **HAVE NOT AND WILL NOT GIVE PERMISSION** for the road to be widened.



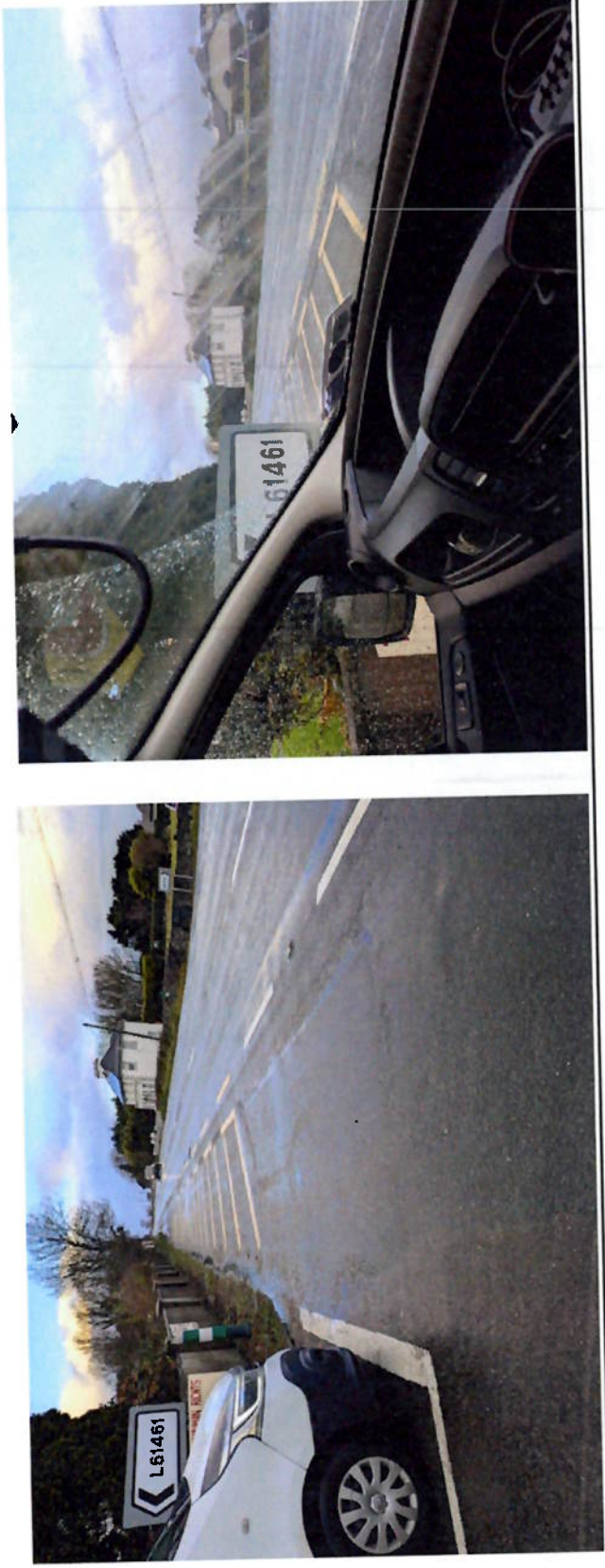
**Figure 9: Restricted sightlines from the L-61461, looking right onto the N83**

This should be grounds for objection alone as there is no visibility.

As per the “Response to Further Information” document submitted by MKO on behalf of the windfarm developers, the applicant states that since the setback line was changed by the TII, they’re not going to do anything about it.

**THIS JUNCTION IS NOT SUITABLE FOR THIS PROJECT**

**(This sightline issue is further discussed in Shane & Brian Connolly’s Submissions and we agree with the concerns they raise)**



**Figure 10: Restricted sightlines from the L-61461, looking left onto the N83**

This should be grounds for objection alone as there is no visibility.

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**(This sightline issue is further discussed in Shane & Brian Connolly’s Submissions, and we agree with the concerns they raise)**



**Figure 11: Community opinion on the proposed project**



**Figure 12: Supplementary photo (We believe it speaks for itself)**