

Peter Crossan

Cloneary

Bawnboy

Co Cavan

H14AK50

14th November 2025

AN COIMISIÚN PLEANÁLA
LDG-084274-25
ACP-
14 NOV 2025
Fee: € 50 Type: Passport Order
Time: 4.15 By: Pool

ENC €50.00

To: An Coimisiun Pleanala

A chara,

This observation on the proposed wind farm reference PAX07.323699 c/o Fehily and Timoney for the erection of 11 turbines with a tip height of up to 180m.

The application is an SID and the valid application was lodged on 19/09/25.

The wind farm is Shancloon and is located near Tuam, Co Galway.

This observation is submitted by Peter Crossan, Cloneary, Bawnboy, Co Cavan, H14AK50 on behalf of Mr. Brendan Morin, Ironpool, Kilconly, Tuam, Co. Galway H54FW26.

Mr. Morrin owns an airstrip at Ironpool which has not been identified in the applicant's EIAR and suggests that the airstrip has been abandoned and not in use.

Mr. Morrin is astonished at this statement given the fact that the facility is long established and is in regular use.

He also wishes to make it known that the applicant's representative Mr. Declan Collins, who identified himself as the agent for RWE, and had spoken to him on

the phone on several occasions. They also had meetings on three occasions. One of which took place in Mr. Morrin's office in Tuam and one in a hotel in Tuam and finally in Mr. Morrin's house.

Mr. Morrin outlined his plans for the airstrip, plans of which have been drawn up and for which a feasibility study had been undertaken as far back as 2019.

The airstrip itself while not currently registered with the Irish Aviation Authority has been established for over twenty years and is known to the Aviation Authority.

We will submit a number of letters confirming the use of the airstrip by a number of private pilots and we also provide a letter from Mr. Adrian Kenny, of Gulf Med Aviation in relation to discussions about the airstrip at Ironpool Kilconly, being utilized by mutual agreement for the purpose of a helicopter medical emergency base.

We can confirm that these discussions include the HSE and this has been in continual development. A meeting is scheduled between Gulfmed representatives and the HSE and Mr. Morrin in the coming two weeks.

Mr. Morrin has been involved in aviation all his adult life and has plans to seek planning permission for glamping pods on the site which will facilitate users overnighing in the area and engaging with some of the recreational infrastructure that is under development in the area.

This all forms part of a long term plan that has been in development for a number of years, and I respectfully suggest that had RWE made any reasonable effort to establish the facts relating to the airfield and its current status, there were plenty of sources of information that would have made them aware of the true position.

Mr. Morrin is currently in negotiations to acquire 20 acres of woodland at the edge of his airstrip. These Glamping Pods will be located on this land.

There are proposals for bog walks around Ironpool which are in the locality of his airstrip. While these roadways already exist, they will need to be upgraded for walkers. This will extend to Castlegrove Woods and around Castlegrove Lake.

Funding has already been acquired for these projects and Mr. Morrin has sought funding for the proposed walks at Ironpool. The plan being that aviation enthusiasts will fly in there, stay over and tap into the local tourism aspect, which will be considerably complemented by the provision of these proposed facilities.

The airstrip at Kilconly Ironpool is well known in this Light Aircraft Aviation Sector, and details of the facility are listed in various aviation guides. The Aviator's Guide to Ireland, and the online app SKYDEMON.

There is no great mystery attached to this facility, and Mr. Collins for whatever reason did not ensure that this information was passed directly to those responsible for compiling the EIAR report for RWE, or so it would appear.

What is being proposed here are 11 turbines with a tip height of 180m, in close proximity to the airstrip, which has been identified by pilots as referenced in the letters submitted as a hazard to the safe use of the facility. The turbines are described as being near the airfield as such to create a dangerous and hazardous environment with an extremely high level of risk to the pilots using the facility at Ironpool.

Given the prevailing wind is west to southwest, coupled with the actual blade span of these turbines, turbulence will be created, making it unsafe for light aircraft to land and take off at the airfield at Ironpool.

What is missing here is an assessment of the likely risks and likely impacts the development will have should it be consented to. What this means to Mr. Morrin's future business plans must be considered.

Mr. Morrin will be applying for registration for this airstrip, from the Aviation Authority in due course.

There can be no doubt as to the purpose of the Ironpool airstrip and the plans that Mr. Morrin has been developing around it. Nor should there be doubt about the applicants not having been informed through their local agent that he had spoken to Mr. Morrin on a few occasions and that this facility existed and was active.

Please take full account of the circumstances of this airstrip, how it will be significantly impacted should the wind farm be permitted and the failure of the applicants to assess the level of risk associated with this development.

Please find attached copies of correspondence from pilots who have been using the facility and have expressed their concerns in relation to safety, etc.

Thank you for your consideration.

On behalf of Mr. Morrin.

Peter Crossan

Peter Crossan

OVER HEAD VIEW AIR borne



SHANCLOON

Emone

MORE

CLOONSHEEN

CLOONBAR

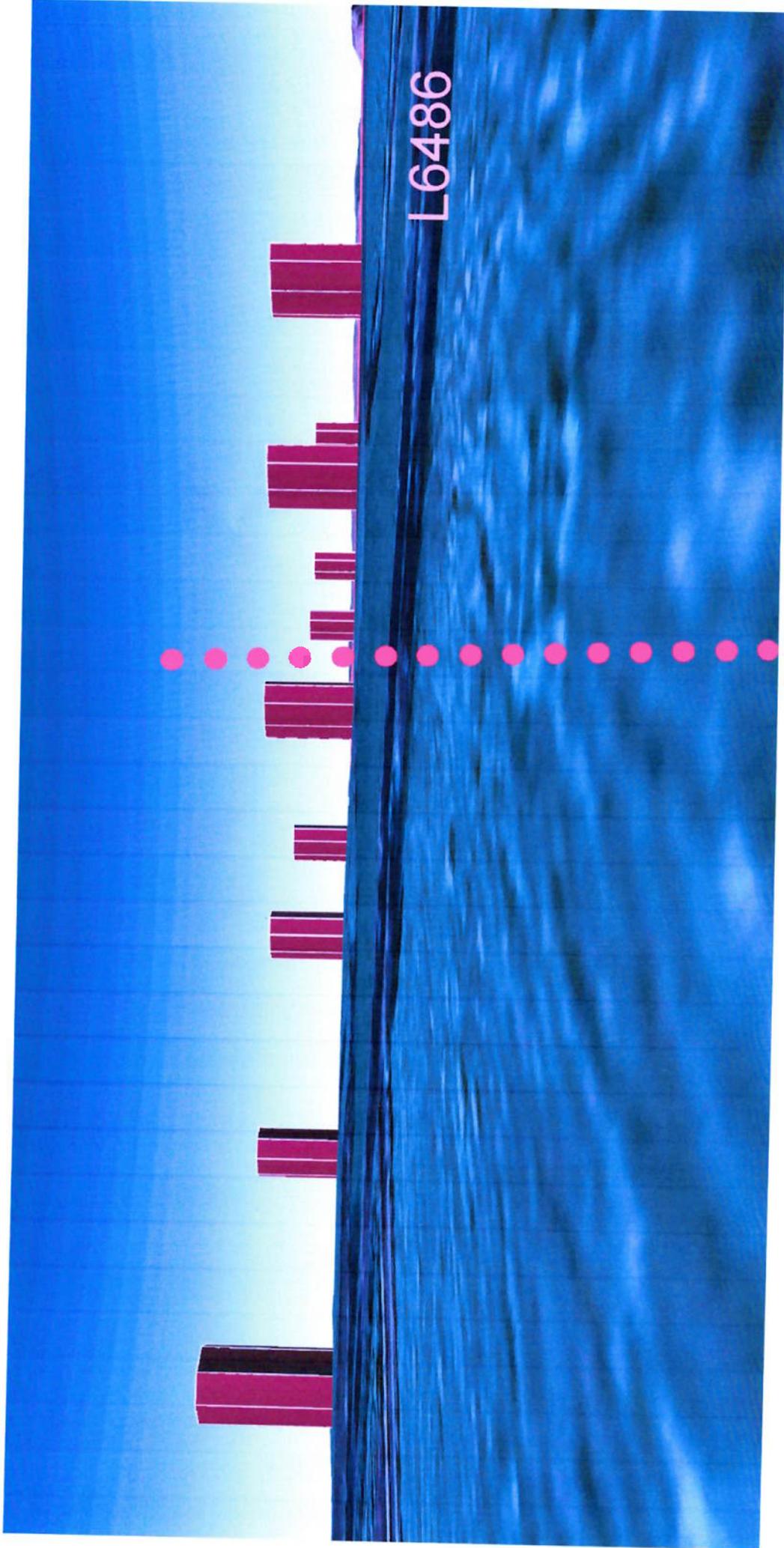
Lacklea

TOBERROE

CLOONTEEN

L6486

BRA



End of Stop View.
TAKE OFF.



10 Main Street, Belleek, Co. Fermanagh, BT93 3ES, UK and
Springfield House, Glenamaddy Road, Dunmore, H54 RH93 Co. Galway, ROI
Mob: +353 87 2575780; +44 77365 81717; Email: twaish@walcon-int.org

Brendan Morrin Esq.,
Ironpool Airfield,
Ironpool,
County Galway

7th November 2025

Re: Planned Wind Turbines at approach to Ironpool Airfield

Dear Brendan,

On foot of our recent discussion, I must express my surprise that it is currently being considered by the Planning Commission an application to construct massive wind turbines, known as the Shanclon Wind Farm, on the southwestern approach to your airfield at Ironpool. What is also a shock to me is that the 11 number turbines will be circa 180m high.

As you know I have been a fly in visitor to your airfield as a friend and consultant on your many projects since 1996 when I first flew a Piper J3 -65 cub, G-BTSP, into your airfield at Ironpool. I have been there many times since in my aircraft, G-TWAL, to discuss, as your consultant, your many projects, which also included extensive work on the existing airfield. In my opinion the proposed wind farm will most certainly cause an extreme hazard, which is defined as anything that can cause harm, to any light aircraft approaching to land or take off from your airfield. There is also a high risk, which will have to be determined, which is defined as the probability of the hazard occurring. Given that the prevailing wind is west to southwest, turbulence will be caused, which may be the death nail for small single engine aircraft trying to land or take off from your airfield. As you are aware we fly very light aircraft that are less than 1000kg in weight which are very vulnerable to turbulent conditions.

Notwithstanding the aforementioned I would also like to point out that wildlife, fauna and flora will also be affected. In that regard I would like to reference that **Council Directive 92/43/EEC, Directive 2009/147/EC of the EU parliament**, places very stringent conditions on the preservation of fauna and flora and wild birds respectively. The problems associated with wind turbines has been raised many times with the EU Commission, which has given it's considered opinion, part of which I quote verbatim as follows.

“Under the current EU legal framework, it is for the national authorities in the Member States to assess and, if necessary, to monitor the impact of individual windfarms on the environment and protected species.”



UK and ROI

Health & Safety
Consultants

Energy
Consultants

Commercial
BER Assessors

DEC Assessors
for Public
Buildings

Contract
Claims
Consultants

Engineer's

Project
Managers

Estimators

Quantity
Surveyors

Therefore, in my opinion, it is incumbent of the various arms of the state to ensure that the above interpretation of the EU Commission, which is also quoted at Article 3.3 of 92/43/EEC, is adhered to.

It is also clearly outlined in **DIRECTIVE 2011/92/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 December 2011**. This Directive shall apply to the assessment of the environmental effects of those public and private projects which are likely to have significant effects on the environment. I quote verbatim the relevant Articles below for your information.

Article 2.1

Member States shall adopt all measures necessary to ensure that, before consent is given, projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects.

Article 3 states

The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors:

- a) Human beings, fauna and flora*
- b) Soil, water, air, climate and the landscape*
- c) Material assets and the cultural heritage*
- d) The interaction between the factors referred to in points a), b) and c)*

I am no expert in the field of Council Directives but the above, inter alia, should be consulted if you wish to make a case. Is it incumbent on the Planning Commission to ensure that the state complies with its EU legal obligations. However, as a friend I have outlined what may be of assistance to you but I am sure there are many other EU Directives that can be referred to.

Yours sincerely,



Tony Walsh
for and on behalf of
Walcon International
087-2575780

APPENDIX 1

Letters from Private Pilots Utilizing Ironpool Airstrip

1. Paul Walsh
2. Ciarnan Scully
3. Peter McKenna
4. Michael Whyte
5. Tony Walsh for and on behalf of Walcon International
6. Jarlath Coneely
7. Adrian Kenny MEDVAC
8. Jimmy Prendergast

TWO PHOTOMONTAGES OF IRONPOOL AIRSTRIP

1. TAKE OFF VIEW

2. OVERHEAD VIEW OF FLIGHT PATH OVER THE TURBINES

To whom it may concern,

I am a private pilot, licence no. 250821A and I operate my own private aircraft, registered EI-DGT. I have flown throughout Ireland and abroad for many years.

I have used the airfield owned by Mr. Brendan Morrin at Ironpool . It is located 2.5Km from the village of Kilconly, Co Galway and is adjacent to the L6484 public roadway

I am aware of the proposed Shancloon Wind Farm and I am also aware of the towering height (circa 180 M) of the 11 proposed wind turbines and their close

Proximity to the airfield at Ironpool. The nearest proposed Wind Turbine (T11), has a proposed southerly location from the runway at 1570 approximately. This Wind Turbine together with the ten others proposed for that general location, will without doubt create a dangerous and hazardous environment with a very high level of risk to both myself and all other pilots who use the facility which has been provided for many years at Ironpool.

In the event that verification of the above is required, please do not hesitate to contact me.

Yours sincerely

Paul Walsh

60 Cruachan Park

Rahoon

Galway

Ireland

18/10/2025

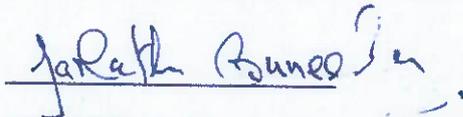
To whom it may concern

I am the holder of a European Aviation Safety Agency / Irish Aviation Authority Private Pilot's Licence. I am also the holder of a US Federal Aviation Administration Private Pilot's Licence. I have been continuously flying since 1983 and have flown light aircraft in over forty countries around the world. I have also part owned and managed the public transport airline, Aer Arann Islands.

Along with Brendan Morrin I am a part owner of a four-seat Cessna R172 HAWK XP aircraft. Together, we have flown at Ironpool airfield on several occasions this year and on many occasions in the past.

In the event that verification of the above is required I am happy to provide more details.

Sincerely



Jarlath Conneely

087-1227875

jarlathconneely@gmail.com

GULFMED

From peter crossan <peter.crossan@hotmail.com>

Date Wed 12/11/2025 14:05

To peter crossan <peter.crossan@hotmail.com>

----- Forwarded message -----

From: **Adrian Kenny** <Adrian.kenny@gulfmedaviation.com>

Date: Thu 16 Oct 2025 at 17:53

Subject: Ironpool Airfield Kilcony

To: brendan.morrin2@gmail.com <brendan.morrin2@gmail.com>

Hi Brendan,

Hope all is well,

Just making contact with you again since we last spoke back in June/July this year in relation to the possibility of your Airfield, Ironpool-Kilcony being utilised by mutual agreement for the purpose of a Helicopter Emergency Medical Base.

As advised your Airfield has been identified by us as a potential and suitable location in the event of a future HEMS base being located in the Galway region.

We will be in contact in the future as progress is made and location decided and many thanks for your interest engaging in the possibility as above.

Regards,

Adrian Kenny
CHIEF PILOT-HEMS
GULFMED AVAITION
Rathcool Airfield
Co.Cork
+353 87 9620 884

Fwd: Airfield at Ironpool.

From brendan morrin <brendanmorrin2@gmail.com>

Date Tue 11/11/2025 16:55

To peter.crossan@hotmail.com <peter.crossan@hotmail.com>

----- Forwarded message -----

From: **Jimmy Prendergast** <jimmyppgalway@gmail.com>

Date: Tue 11 Nov 2025 at 16:38

Subject: Airfield at Ironpool.

To: <brendanmorrin2@gmail.com>

To whom it may concern ,

I am a holder of a Private Pilot License,
No .FCL.259986.

Along with Mr Brendan Morrin , I am a part owner of a four seat Cessna R172 HAWK XP aircraft and have flown throughout Ireland and abroad for many years .

I have visited the airfield at Ironpool, owned by Mr Morrin several times in the past and will be landing there regularly in the future to visit and fly with Brendan.

The airfield is located adjacent to the L6484 public Road at Ironpool , 2.5 km from the village of Kilconly in Co Galway.

I am aware of the proposed Shandloon Wind Farm. I am also aware of the towering height (circa 180m) and locations of the proposed 11 wind turbines and their close proximity to the airfield .

The nearest proposed turbine (T11), has a southerly location from the runway at a distance of approximately 1570m.

This ,together with the proposed 10 other Wind Turbines ,due to their height and close proximity to the airfield, would, without doubt , create a dangerous and hazardous environment with an extreme high level of risk to myself and other pilots that use the facility located at Ironpool.

Given that the prevailing wind is west to southwest, coupled with the actual blade span of these turbines ,turbulence will be created.

Again , I've no doubt that this will create yet another hazard ,making it unsafe to light aircrafts trying to land and takeoff from the airfield at Ironpool .

If you require any further information ,please don't hesitate to contact me.

Yours Sincerely,
Jimmy Prendergast.

Peter McKenna
The Village Carnmore West,
Oranmore,
Co. Galway

11/11/2025

To whom it may concern,

Re: Proposed Shancloon Wind Farm

I am a Private Pilot License and regular flying visitor to Ironpool airfield.

This Airfield is located at Ironpool, 53.55584N, 8.97829W, adjacent to the L6484 public roadway and approximately 2.5 km south of the village of kilconly, Co Galway.

The wind turbines in the proposed Shancloon Wind Farm to be erected in close proximity to the airfield at Ironpool presents a significant safety hazard to light aircraft flying in the vicinity.

Yours Sincerely,

A handwritten signature in black ink that reads "Peter McKenna". The signature is written in a cursive, slightly slanted style.

Ardleinn, School Rd

Castlegar Galway

Re: Wind turbines near Ironpool Airfield

To whom it may concern,

I am a holder of a Private Pilot License, no IE FCL 251714 and I own and operate an aircraft, Registration no. EI- EEU.

I have flown throughout Ireland and abroad for many years. I have used the airfield owned by Mr Brendan Morrin at Ironpool near Kilconly on many occasions and had intended hanging the above aircraft there. It is located 2.5 Km from the village of Kilconly, Co Galway, and is adjacent to the L6484 public roadway.

I have been made aware of the proposed Shancloon Wind Farm and I'm also aware of the towering height (circa 180m) of the 11 proposed wind turbines and their close proximity to the airfield at Ironpool.

The nearest proposed wind turbine (T11), has a proposed southerly location from the runway at a distance of approximately 1570m.

This wind turbine together with the 10 others proposed for that general location, will without doubt create a dangerous and hazardous environment with an extreme high level of risk being only 2.5 degrees glide path to both myself and all other pilots who use the facility provided for many years at Ironpool.

In the event that verification of the above is required, please don't hesitate to contact me.

Yours Sincerely,

Ciarnan Scully



Cloonmaghaura,
Williamstown ,
Castlerea ,
Co Galway

07/11/25

To whom it may concern,

PP256294.A/M

I am a holder of a Private Pilot License, no. and I own and operate an aircraft
Registration no. EI-DZS .

I have flown throughout Ireland for many years and I have used the airfield owned by
Mr Brendan Morrin at Ironpool which is located 2.5 Km from the village of Kilconly,
Co Galway.

I am aware of the proposed Shancloon Wind Farm and I'm also aware of the
towering height (circa 180m), of the 11 proposed wind turbines and their close
proximity to the airfield at Ironpool .

The nearest proposed wind turbine (T11) has a proposed southerly location from the
runway at a distance of approximately 1570m.

This turbine together with the 10 others proposed for that general location, will
without doubt create a dangerous and hazardous environment with an extreme , high
level of risk to both myself and all other pilots who use the facility that has been
provided for many years at Ironpool .

In the event that verification of the above is required, please don't hesitate to contact
me .

Yours Sincerely

Michael Whyte

