



An  
Bord  
Pleanála

## Observation on a Planning Appeal: Form.

### Your details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Patricia Ryan for Croom Community Development  
Association

(b) Address

Civic Centre  
Main St  
Croom

### Agent's details

#### 2. Agent's details

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Not applicable

(b) Agent's address

Click or tap here to enter text.

**(d) Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Balinlee in the townlands Ballinacurra, Ballinlee South, Ballingayour, Ballinrea, Knockuregare, Ballinlee North, Carrigeen and Camas South County Limerick

## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

## Fee

7. You **must** make sure that the correct **fee** is included with your observation. You can find out the correct fee to include in our [Fees and Charges Guide](#) on our website.

This document has been awarded a Plain English mark by NALA.

Last updated: April 2019.



# Croom Community Development Association CLG.



November 6<sup>th</sup> 2025

Re case PAX 91.323780  
Applicant Ballinlee Green Energy Ltd  
Balinlee Wind Farm

To whom it may concern

Croom Community Development Association was founded in 1989 to represent all aspects of life in Croom against the background of a report at that time, describing Croom as the second most deprived town in County Limerick. It's Board works on a voluntary basis and is representative of the total community – the Main Street retailers, Schools and education bodies, Social housing estates, the outlying parishes and the small business community. As the representative body for all these, the Board has asked that I write on their behalf and object in the strongest manner to the proposed transport associated with the planning for turbines, which would disrupt the streets, the schools, the amenities, the ability of the outlying parishes to access the main streets, and the communities whose houses are within metres of the route proposed. Below I will explain in detail the reasons for our objection

Croom Community Development Association (CCDA) as representative of the community of Croom has grave concerns relating to the volume of construction traffic and movement of wind turbines to the proposed Wind Farm above. This route through the town of Croom on the R516 will have adverse effects on the life and businesses of Croom. Croom has been neglected in years past and the last 20 years has seen investment by the community re revitalise the town for its residents, and to bring visitors to the town. This investment is in danger of being dismantled by the volume of construction traffic for the proposed wind farm.

Our objections to the route through Croom are as follows

## **1. Disruption to the towns infrastructure:**

Removal of Bollards – these bollards keep our pedestrians safe at the narrowest of areas.

Removal of street lighting

Removal of street and roundabout planting – this has been the work of volunteers over many years and the removal of this would have adverse effect on the community aspect of Croom Tidy Towns.

The removal of the planting at the entrance to Croom (roundabout) and the very large planters on Bridge Street as well as hanging baskets on the bridge and lighting poles a poor effect on the appearance of Croom and will effect the community in a negative way. Croom is very proud of the work the community has completed to enhance the town.

Croom's Bridge is a vital piece of infrastructure for the town and not simply a historical artifact – damage to the bridge would be catastrophic for the community. The Bridge links the community of

Carrigeen and Cois Sruthain to shops and schools and also links the rest of the town to Churches, cemeteries and the GAA Club. There is no viable alternative route.

Croom's Bridge and associated streets are the alternative route when there is a required closure of the N20 Limerick to Cork route. Three accidents in 2025 (YTD) have caused these diversions through Croom and across Croom's Bridge. During these emergencies life in Croom came to a halt due to the traffic. This would be further compounded by construction traffic.

## **2. Potential damage to protected structures**

The route for the turbines and associated construction traffic will bring large volumes of heavy traffic on a route within feet of protected structures. There are five protected houses on Bridge Street that are included on the National Inventory of Architectural Heritage (NIAH). Other notable buildings include the church, NIAH Reg 21828003 CoI Croom, and NIAH Reg 21828021 St Mary's School, there are also two Mill Buildings the abut the road. Croom Bridge dating from 1780, NIAH Reg No 21828008. All are in danger of damage from the proposed construction traffic.

There are further buildings on the Record of Protected Heritage along the route from Croom's Church Road, (the Catholic Church NIAH Reg 21828002) and cottages on Church Street, Croom House ) & CoI Mausoleums, through Bridge Street (Bank Building, NIAH 2128019) and Station Road (the Station Building NIAH Reg No 2182023).

Croom's Bridge is a vital piece of infrastructure for the town and not simply a historical artifact, damage to the bridge would be catastrophic for the community. The Bridge links the community of Carrigeen and Cois Struthain to shops and schools and also links the rest of the town to Churches, cemeteries, the local petrol station and the GAA Club. There is no viable alternative route.

## **3. Risk of Accidents**

Croom's town centre is busy, this is compounded by school traffic mornings and afternoons. There are two peaks in the afternoon at 4pm and 5pm relating to the secondary school, which impacts the main junction between Bridge/High Street (R516) and Main Street causing delays as traffic attempt to make right turns at the junction. This will be on the route for construction traffic and the delays will be greater. Increased delays are likely to cause driver frustration and a greater risk of accidents.

Should the trucks be managed to avoid school traffic peaks they would have to avoid 8 -9am and the almost 6 hours between 12 and 5.30pm

Croom's National School, with 200 children has children arriving from 8am until 8.50am and leaving between 12noon (preschoolers) and 3pm. National School is on the R516 for construction traffic. Across the road from the National School is Croom Sports Hall/ Community Centre, Croom Soccer Club, Foroige and Croom Scout Hall.

This area around Croom Community Centre/Sports Hall EirCode V35 PT04 is busy through the evenings from after-school sports activities to scout meetings, soccer training and bingo in the evenings. All of these activities have associated traffic with parents collecting children after events or older people attending bingo in an area where there is limited off street parking and street parking is used.

## **4. Impact on Residents of Croom**

The negative impact on life as a resident of Croom for the duration of the build will be immense.

#### 4.1 Nights in Croom

Turbine traffic will affect the sleep of those on the route and there are both older people and young families living on Church Road, Bridge Street and High Street as well as the near by housing estates. The rumblings of very heavy vehicles and the flashing lights will impact those sleeping along the very narrow route.

Those who work evening and night shifts will be delayed by slow moving traffic through Croom. The movement of turbines in the evening will hamper on-street parking for Bingo and evening events at Croom Community Centre

#### 4.2 Pedestrians in Croom

Bridge street in particular is low lying and a busy pedestrian route, public transport bus stops are also located here. Heavy construction trucks adjacent to pedestrians is frightening.

Children attending Croom National School, after school care or activities in Croom Community Centre are all in danger from the volume of traffic. It should be noted here that on Fridays all children in Croom National School attend the community Centre through the day for their Physical Education crossing the R516. After school care attend the centre two days per week necessitating the crossing of the R516.

The Family Resource Centre (FRC) is located at the Mill right on the R516. The increased traffic and difficulty in crossing the R516 will negatively impact services offered through the day and into the evening

Croom National School makes great use of the Croom Town Park, Croom Riverside Walk and The Church, large volumes of heavy construction traffic on their route, the R516, will impinge on their outside activities due to concerns of safety.

Residents in Glenma, Kylefea, Elm Park, and Coisma as well as those living on the streets will find crossing the R516 at the pedestrian crossing very intimidating and are likely not to be inclined to walk down town.

#### 4.3 Church goers

Those attending church and funeral services, grieving families and their relatives and friends will find attending Croom Church very difficult on weekdays. The Church on Church Road is at one of the narrowest points on the road and will prove difficult to access by foot or to take a right turn in to the Car Park.

#### 4.5 Croom Orthopedic Hospital

Those attending Croom hospital as patients or drivers are very often unfamiliar with Croom, and the location of the hospital. Many of the orthopedic patients are older and the drive to Croom can be an anxious one for the driver, driving to an unknow location then dealing with a very busy junction to make a right turn. This will be exacerbated by the volume of trucks also negotiating the roads

#### 4.6 Businesses in Croom

The belief is held that

1. Delays in traffic will reduce the business in commercial activity in Croom. Croom acts as a commercial hub for many villages in the area, who's residents come to use such services as the Credit Union, Post office, supermarket and pharmacy and for many older persons "Hearing Ear" is a vital service. Why come to Croom for lunch at Aubergine Restaurant if it is perceived to be unsafe due to the traffic volumes?
2. The increase in traffic will add to the costs for Mannings Coaches who are based on the route close to St Mary's National School. They will have added difficulty in turning in to

their business park and require drivers for longer periods to get children to and from schools in Croom.

3. The increased traffic will have a negative impact on pedestrian traffic impacting on local businesses. Children will not be allowed “run to the shop” or get a treat unaccompanied. Older children will be prevented from attending soccer, foroige or the scouts or taking a trip to the park unaccompanied.
4. The traffic and the perceived dangerous traffic in Croom will impact on CCDA’s social enterprise and ability to earn income to sustain services and maintain Croom Town Park.
5. Hanley’s Garden Centre and Daffy’s Funeral Home draw business from across the county. Their businesses will be negatively affected by additional traffic in Croom.

The proposed routing of traffic through Croom is detrimental to life, business, structures and has the potential to cause driver frustration and create accidents.

The R516 and Croom is not a suitable route for this project. The effects on Croom are too great and outweigh the associated benefits of the proposed wind farm.



Patricia Ryan

CEO, Croom Community Development Association.

Directors: David Hurley (Chairperson)

Denis Brosnan, Paddy O Rourke, Teresa Hickey/Dunworth, Pdraig Broderick, Maureen Curtin, Gerard Wallace, Nixon P George,  
Michael Curtin, Caroline Fitzgerald, Tom Shanahan

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