

Manister House Stud
Croom
Co. Limerick
V35 HV18

The Secretary,
An Coimisiún Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

Case reference: PAX91.323780

Date: 18th November 2025

Re: 10-year planning permission for Ballinlee Wind Farm consisting of 17 no. wind turbines, a permanent 110kV substation and ancillary development. Located in Ballincurra, Ballingayrou, Ballinlee North & South, Ballinrea, Ballyreesode, Camas North & South, Carrigeen, Knockuregare, Ballybane and other townlands in County Limerick.

To Whom It May Concern,

I, Luke Barry, write in connection with the above-listed planning application. I wish to object strongly to this proposal and ask that the Board refuse planning permission.

As a director of Manister House Stud located near Croom, Co. Limerick, I would like to make the following observations:

- No consultation from Ballinlee Green Energy Ltd, particularly in relation to the increased HGV traffic through the village of Croom and the surrounding area.
- Disruption of local traffic: Investment is attracted to the area due to location and ease of access to national roads. The construction traffic volumes and passage of heavy goods vehicles as advised in the application could have a detrimental effect on families and businesses in the area. For the delivery of goods and services as well as the time-sensitive transportation of bloodstock for breeding, veterinary or sales purposes, unhindered road access on the nearby major and secondary roads is essential, and in the case of veterinary intervention, could make the difference between successful treatment and a significant economic loss, not to mention the animal-welfare implications. Employees experiencing traffic delays/road closures on their journeys both to and from work. We, our staff, suppliers and service providers all travel on both the N20 and the R516 frequently in the course of running our business. The potential hazard of high-volume truck traffic on the roads particularly where Thoroughbred horses are being transported cannot be ignored. In addition, the Tionscandal Eireann Project Ireland 2040 states from figures released by the N/M20 Project office show that the proportion of fatal collisions to all personal injury collisions on the N20 are four times higher than the national average. In addition, the rate of personal injury collisions on the

N20 is substantially higher than average, meaning drivers are more likely to be involved in a personal injury collision on the N20 than on other national roads in the country.

- Potential loss of public liability insurance: Business cannot operate without adequate insurance cover. It is not clear what impact the increased HGV traffic volumes would have on our existing insurance cover. This could impact negatively on several levels: staff redundancies, indirect employment (transport companies, local shops, fuel companies). This will have a catastrophic impact on the local community.
- Adverse impact on business: The potential for clients to take their boarding mares elsewhere would have a knock-on effect on the business and may result in a reduction of staffing levels and an economic loss not only to my business but also to the local economy.

I strongly urge that this development be rejected for the reasons outlined above.

I request for an Oral Hearing to be held in relation to this wind farm application, for the reasons outlined above, in particular the potential impact on our business.

Kind Regards,

Luke Barry