

# Appendix 1.3: Scoping Opinion

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
<b>Planning Authority</b>			
The Commission	<p><b>Outline of pre-application meeting held on the 15<sup>th</sup> May 2025 (noted received in letter dated 12<sup>th</sup> June 2025):</b></p> <p>The Commission made the following observations:</p> <ul style="list-style-type: none"> <li>In relation to biodiversity, the Commission outlined the importance of robust surveys and specialist surveys as required.</li> <li>The consideration of Annex IV species and derogation was outlined.</li> <li>In relation to ornithology, considerations in relation collision risk assessment, disturbance, habitat loss, impacts at different population levels and connections to SPAs were outlined.</li> <li>The Commission noted that whites Cloonshanville bog, the closest SPA is approx. 235m to the nearest turbine the proposed boundary is closer with ancillary infrastructure (site roads etc) and close to bog habitat.</li> </ul> <p>A second meeting with the Commission took place on 14th October 2025. During this meeting, the Commission's primary observations related to Traffic and Transport. The Commission emphasised the relevant provisions of the Roscommon County Development Plan 2022–2028 (RCDP), particularly those concerning:</p> <ul style="list-style-type: none"> <li>The protection of national roads;</li> <li>The requirement to prepare a Traffic and Transport Assessment (TTA) and a Road Safety Audit (RSA);</li> <li>The specific obligations regarding sightlines, including the need for a land registry map and a legally binding agreement where applicable.</li> </ul> <p>The Applicant has undertaken all of the above requirements, and the supporting information has been provided in <b>Chapter 16: Traffic and Transport</b> and <b>Appendix 16.4</b>.</p>	All items considered during the design process. No implications for the EIA/Design.	<p>Biodiversity, Annex IV species, ornithology, habitat loss, European sites and Traffic and Transport are addressed in:</p> <p><b>Chapter 6: Biodiversity</b>  <b>Chapter 7: Bat Ecology</b>  <b>Chapter 8: Ornithology</b>  <b>Chapter 9: Aquatic Ecology</b>  <b>Appendix 16.4: Road Safety Audit</b></p>
The Council	<p><b>Outline of pre-application meeting held on the 11<sup>th</sup> June 2025:</b></p> <p>The Council made the following observations:</p> <ul style="list-style-type: none"> <li>In relation to Project location, the Council raised concerns about the Project located within a designated 'less favoured' area for wind energy development.</li> <li>The Council expressed significant concerns about the feasibility of using bog roads for the grid connection, citing potential structural damage and the challenges of construction. They noted that the road's timber foundation complicates repairs and that the scale of the project could have a substantial impact on the local road network.</li> <li>The proximity of the Project to the Rathcrohan Archaeological Complex is a major consideration, particularly regarding potential indirect impacts on the landscape and visual impact assessments. The Council emphasizes the importance of thoroughly assessing any potential visual and cultural heritage impacts on Rathcrohan and its surrounding plateau, given its exceptional value and economic development potential.</li> </ul>	All items considered during the design process. No implications for the EIA/Design.	<p>The site selection process, engineering methodology of the Grid Connection Route and heritage impact assessment of the Rathcroghan site are addressed in:</p> <p><b>Chapter 2: Project Description</b>  <b>Chapter 3: Alternatives Considered</b>  <b>Chapter 15: Cultural Heritage</b></p>
The Council- Roads Department	<p>A site walkover took place on the 12<sup>th</sup> of December 2025 between the Developer, JOD Roads Engineer and the Council Roads Engineers.</p> <p>The purpose of the site visit /meeting was to discuss the chosen Turbine Delivery Route (TDR), Construction Haul Routes, site entrances and Grid Connection with the Council Roads Engineers. The Council were overall content with the proposed TDR and site entrance. The main note of concern were the draw pits locations for the Grid Connection being within the public road network. The Council requested that the draw pits be located off the public roads and onto third party lands instead.</p>	The draw pits locations were reviewed and locations revised. As many locations as possible were re-positioned onto third party lands as requested by the Council.	<p>The methodology of the Grid Connection route and traffic and transport assessment are addressed in:</p> <p><b>Chapter 2: Project Description</b>  <b>Chapter 16: Traffic and Transport</b>  <b>Appendix 16.1: Traffic and Transport Assessment</b>  <b>Appendix 16.2: Traffic Management Plan</b>  <b>Appendix 16.3: Turbine Delivery Route</b></p>

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	<p>A second site meeting took place on the 9<sup>th</sup> of February 2026 to discuss the relocation of 10 no. joint bays along the Grid Connection route. Representatives from the Council and Applicant were present. The Council approved and were satisfied with the new locations for the 10 no. joint bays.</p> <p>The main comments are as follows:</p> <ul style="list-style-type: none"> <li>• The TDR and grid route chosen was deemed suitable.</li> <li>• The TDR will be using the “new road” before traversing back on the old road. A temporary opening was discussed to facilitate the TDR. The various access points were shown on a map at the first meeting.</li> <li>• The 110kV grid route is to be located in the middle of the public road along all local roads. The cable is to be positioned in the left carriageway along the R368 heading towards Carrick on Shannon.</li> <li>• All joint bays to be located off the public road for the exception of joint bays along the R368. All joint bays along the R368 can remain in the carriageway. All revised locations were agreed at the second site meeting.</li> <li>• Directional drill is the preferred bridge crossing methodology.</li> <li>• RCC have plans to replace WC04. Works may be carried out in sequence with the proposed grid route.</li> <li>• Reinstatement to be agreed at Road Opening Licence stage.</li> </ul>		
<b>Aviation</b>			
Abbeyshrule Airport	<b>No response received.</b>	N/A	N/A
Galway Airport	<b>No response received.</b>	<b>N/A</b>	<b>N/A</b>
Ireland West Knock Airport	<b>No response received.</b>	<b>N/A</b>	<b>N/A</b>
Irish Aviation Authority (IAA)	<p><b>Outline of response received (email dated 19<sup>th</sup> March 2025):</b></p> <p>The IAA made the following observations:</p> <p>In the event of planning consent being granted, the Developer should be conditioned to contact the IAA to:</p> <ul style="list-style-type: none"> <li>• agree an aeronautical obstacle warning light scheme for the wind farm development,</li> <li>• provide as-constructed coordinates in WGS84 format together with ground and blade tip height elevations at each wind turbine location and</li> <li>• notify the Authority of intention to commence crane operations with at least 30 days prior notification of their erection in accordance with S.I 215 of 2005 (obstacles to aircraft inflight) order.</li> </ul>	All items considered during the design process. No implications for the EIA/Design.	The Developer accepts the proposed planning condition by the IAA.
Air Nav Ireland	<b>No response received.</b>	<b>N/A</b>	<b>N/A</b>
<b>Ecology</b>			
An Taisce	No response received.	N/A	N/A
Bat Conservation Ireland	No response received.	N/A	N/A
Birdwatch Ireland	No response received.	N/A	N/A
Inland Fisheries Ireland	No response received.	N/A	N/A
Irish Wildlife Trust	No response received.	N/A	N/A
Irish Peatland Conservation Council	No response received.	N/A	N/A
Irish Raptor Study Group	No response received.	N/A	N/A
Department of Housing, Local Government and Heritage (NPWS - Development Applications Unit)	No response received.	N/A	N/A

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<b>Soils and Water</b>			
Geological Survey of Ireland	No response received.	N/A	N/A
Waterways Ireland	No response received.	N/A	N/A
<b>Archaeology</b>			
The Heritage Council	No response received.	N/A	N/A
National Monuments Services	<p>No response was received to the Scoping report, however further engagement with NMS was undertaken in relation to the Rathcroghan Archaeological Complex assessment. A site visit was undertaken on the 24th October 2025 with representatives from the Developer, Headland Archaeology, Farming Rathcroghan, NMS and World Heritage Unit (WHU).</p> <p>The purpose of the site visit/meeting was to discuss the ways in which the Project setting contributes to potential Outstanding Universal Value (OUV) and the impact that the Project may have on this potential OUV were assessed during the site visit. Visualisations from the relevant viewpoints within Rathcroghan were produced and issued to the NMS and WHU to inform the site visit.</p>	All items considered during the design process. No implications for the EIA/Design.	The <b>Heritage Impact Assessment (Appendix 15.1)</b> assesses the the Rathcroghan complex and whether visual change to that setting would adversely impact potential Outstanding Universal Value (OUV).
<b>Telecommunications</b>			
ENET	No response received	N/A	N/A
BT Ireland	<p><b>Outline of response received (email dated 18<sup>th</sup> March 2025):</b></p> <p>If your enquiry is about BT Ireland network please be aware we use Klicon application – a self-service, automated click before you dig BT Ireland system.</p>	N/A	Telecommunications is addressed in <b>Chapter 14: Material Assets.</b>
Broadcasting Authority of Ireland	No response received.	N/A	N/A
2RN	<p><b>Outline of response received (email dated 19<sup>th</sup> March 2025):</b></p> <p>2RN have no fixed linking in the area that would be affected by the Project. There is however a risk of interference to broadcast services in the area, therefore 2RN ask that a protocol be signed between the Developer and 2RN should the Project be consented.</p>	All items considered during the design process. No implications for the EIA/Design.	The Developer accepts the proposed planning condition by 2RN.  Telecommunications are addressed in <b>Chapter 14: Material Assets.</b>
Coimisiún na Meán	No response received.	N/A	N/A
Eir Limited	<p><b>Outline of response received (email dated 19<sup>th</sup> March 2025):</b></p> <p>Eir Limited have no transmission links within the Project and it has no risk to the network for Eir Mobile or the Eir fixed network.</p>	N/A	Telecommunications are addressed in <b>Chapter 14: Material Assets.</b>
Towercom	<p><b>Outline of response received (email dated 20<sup>th</sup> March 2025):</b></p> <p>Towercom Limited's operations will not be affected by the Project.</p>	N/A	Telecommunications are addressed in <b>Chapter 14: Material Assets.</b>
Tetra Ireland Communications	No response received.	N/A	N/A
ESB Telecoms	No response received.	N/A	N/A
Virgin Media Television	No response received.	N/A	N/A
Vodafone	<p><b>Outline of response received (email dated 19<sup>th</sup> March 2025):</b></p> <p>Vodafone does not have any transmission passing through the Project.</p>	N/A	Telecommunications are addressed in <b>Chapter 14: Material Assets.</b>

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EOBO Ltd	No response received.	N/A	N/A
Imagine Broadband	No response received.	N/A	N/A
<b>Other</b>			
Department of Agriculture	No response received.	N/A	N/A
Department of Defence	<p><b>Outline of response received (letter dated 2<sup>nd</sup> April 2025):</b></p> <p>The Department of Defence made the following observations:</p> <ul style="list-style-type: none"> <li>The Minister for Defence is responsible for the regulation of military aviation, whereas the IAA is responsible for the safety regulation of civil aviation including aerodromes.</li> <li>All turbines should be illuminated by Type C, Medium intensity, Fixed Red obstacle lighting with a minimum output of 2,000 candela to be visible in all directions of azimuth and to be operational H24/7 days a week. Obstacle lighting should be incandescent or, if LED or other types are used, of a type visible to Night Vision equipment. Obstacle lighting used must emit light at the near Infra-Red (IR) range of the electromagnetic spectrum, specifically at or near 850 nanometres (nm) of wavelength. Light intensity to be of similar value to that emitted in the visible spectrum of light.</li> <li>In the event negative impacts on future military radar systems, the owner will engage with the Department of Defence and will provide suitable mitigations as soon as practical.</li> <li>Any Irish Air Corps (IAC) requirements for are separate to IAA requirements.</li> </ul>	All items considered during the design process. No implications for the EIA/Design.	Aviation is addressed in <b>Chapter 14: Material Assets.</b>
Department of the Environment, Climate and Communications	No response received.	N/A	N/A
Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	<p><b>Outline of response received (email dated 21<sup>st</sup> March 2025):</b></p> <p>Planning matters in general fall within the remit of the Department of Housing, Local Government and Heritage. The Development Applications Unit may be contacted at <a href="mailto:Manager.DAU@housing.gov.ie">Manager.DAU@housing.gov.ie</a>.</p>	N/A	Heritage is addressed in <b>Chapter 15: Cultural Heritage.</b>
Department of Transport	<p><b>Outline of response received (letter dated 17<sup>th</sup> April 2025):</b></p> <p>The Department of Transport made the following observations:</p> <ul style="list-style-type: none"> <li>Their presence within the public road will likely significantly restrict the Road Authority in carrying out its function to construct and maintain the public road and will likely add to the costs of those works post construction.</li> <li>Their installation within the lands associated with the public road may affect the stability of the road. In particular where the road is a "legacy road" (where there is no designed road structure and the subgrade may be poor or poorly drained) or bog rampart and the design needs to take account of all the variable ground conditions and not be based on a sample of the general soil conditions. This should include a constructability assessment to a 950mm minimum cover depth to the HV Cable on legacy roads, roads over peat/bog ramparts.</li> <li>The possible effect on the remaining available road space (noting that there may be need to accommodate other utilities within the road cross-section in the future or additional drainage for climate adaptation) on potential future development.</li> <li>The necessity to have the power in the cables switched off (particularly where structural failures occur due to extreme weather events) where the Road Authority considers this necessary in order to carry out its function to construct and maintain the public road and a complete operation and maintenance manual should be agreed with the Local Authority.</li> <li>Examination of all available technologies including both Overhead Line (OHL) and Underground Cable (UGC) options (or combinations of both) and route options other than the routing of cables along the public road to ensure the best performing route and technology option is selected, (ensuring compliance with CAP24). The public road should only be considered following a robust MCA determining the optimal solution including examining the most linear solutions,</li> <li>Examination of options for connection to the national grid network at a point closer to the wind farm in order to reduce the adverse impact on public roads,</li> </ul>	All items considered during the design process. No implications for the EIA/Design.	<p>The Developer accepts the proposed planning conditions by Department of Transport.</p> <p>The site selection process, engineering methodology of Grid Connection Route, and impact on public roads are addressed in:</p> <p><b>Chapter 2: Project Description</b>  <b>Chapter 3: Alternatives Considered</b>  <b>Chapter 16: Traffic and Transport</b></p>

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	<p>The Department of Transport recommends the following conditions should be applied to any grant of permission that includes the laying of high voltage electricity cable in the road network where that routing is identified as the 'optimal solution'.</p> <ul style="list-style-type: none"> <li>• Prior to commencement of development, engagement with the planning authority should discuss and agree the route for the HV Cable(s) to identify/agree the routing 'optimal solution' along with the associated requirements for traffic management, road opening licencing, times of work, reinstatement, positioning of chambers/ joint bays etc.</li> <li>• A condition requiring the Developer to, at a minimum, comply with all appropriate standards and, inter alia the Guidelines for Managing Openings in Public Roads, 2017 in order to ensure orderly development.</li> <li>• Electricity cabling shall be laid off carriageway where feasible.</li> <li>• Wherever possible, joint bay structures are best located off the carriageway in verges, open spaces, or adjacent sites; and where they must be under carriageway, joint bay structures will be to accepted design standards.</li> <li>• High/medium voltage transmission underground cables should not be sited on or attached to existing roads structures, masonry bridges/ culverts and similar structures.</li> <li>• A condition requiring that the location of the cables would be recorded as exactly as possible, using BIM type technology, so as to facilitate the further use of road space for utilities and the maintenance/construction of the public road by the Roads authority. This record should include as constructed surveys of all infrastructure altered, added, removed or relocated and exact detail of the road construction including any drains or other features encountered. The record should be lodged with the local authority and with the ESB Networks for retention on their records.</li> <li>• A condition requiring the replacement of culverts that have been excavated during the cable duct placement operation. The replacement culverts should be designed appropriately and include an allowance for the effects of climate change.</li> <li>• A condition requiring the Developer to notify the Roads Authority of the owner of the cables (Owner) and the controller (Power Controller) of the power transmitted along the cables. In addition, the condition should require Owner and Power Controller to notify the Roads Authority of any change in ownership of the cables or change of Power Controller transmitting power along the cables. In all instances the Owner and Power Controller should be required to maintain an agreed contacts list with the Roads Authority.</li> </ul>		
<p>Fáilte Ireland</p>	<p><b>Outline of response received (email dated 26<sup>th</sup> March 2025):</b></p> <p>The Fáilte Ireland provided a copy of Fáilte Ireland's Updated 2023 Guidelines for the Treatment of Tourism in an EIA1 (Fáilte Ireland's EIAR Guidelines). The following key observations can be drawn from Fáilte Ireland's EIAR Guidelines:</p> <ul style="list-style-type: none"> <li>• According to the Fáilte Ireland Tourism Facts 2019 Report<sup>2</sup> the most important factors in determining the attractiveness of tourism destinations for visitors to Ireland are; Beautiful Scenery and Unspoiled Environment Hospitality Safety Nature, Wildlife and Natural Attractions History and Culture Pace of Life</li> <li>• These factors used for the promotion of tourism in Ireland are also barometers of sensitivity to change in tourism sensitive or dominant locations where development may have an impact upon the tourism asset.</li> <li>• The location of the project should include identifying key sensitive receptors (including tourism receptors). In the operational phase of the project any tourism based, or potentially tourism related activity, should be identified.</li> </ul>	<p>All items considered during the EIA process. No implications for the EIA/Design.</p>	<p>The key topics for tourism are addressed in the following chapters:</p> <p><b>Chapter 3: Alternatives Considered</b>  <b>Chapter 5: Population and Human Health</b>  <b>Chapter 6: Biodiversity</b>  <b>Chapter 12: Landscape and Visual Amenity</b>  <b>Chapter 13: Noise</b>  <b>Chapter 14: Material Assets</b>  <b>Chapter 15: Cultural Heritage</b>  <b>Chapter 16: Traffic and Transport</b>  <b>Chapter 18: Air</b>  <b>Chapter 19: Climate</b>  <b>Chapter 20: Major Accidents &amp; Natural Disasters</b></p>

<sup>1</sup> Fáilte Ireland, (2023). EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects.

<sup>2</sup> Fáilte Ireland, (2019). Key Tourism Facts 2019. Available at: [https://www.failteireland.ie/Failteireland/media/WebsiteStructure/Documents/3\\_Research\\_Insights/4\\_Visitor\\_Insights/KeyTourismFacts\\_2019.pdf?ext=.pdf](https://www.failteireland.ie/Failteireland/media/WebsiteStructure/Documents/3_Research_Insights/4_Visitor_Insights/KeyTourismFacts_2019.pdf?ext=.pdf) [Accessed 29<sup>th</sup> September 2025].

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	<ul style="list-style-type: none"> <li>The impact upon Geotourism related to geoheritage within the natural environment, e.g., any impacts on UNESCO Global Geoparks, of which we currently have three on the island of Ireland; Copper Coast in Co. Waterford, Burren and Cliffs of Moher in Co. Clare, and Cuilcagh Lakelands in Cavan and Fermanagh should be considered (where applicable).</li> </ul>		
Forest Division (in Department of Agriculture, Food and the Marine (DAFM)).	No response received.	N/A	N/A
Geological Survey of Ireland (GSI)	<p><b>Outline of response received (letter dated 16<sup>th</sup> April 2025):</b></p> <p>The GSI made the following observations:</p> <ul style="list-style-type: none"> <li>We recommend using our various data sets when conducting the EIAR, planning and scoping processes for the Project.</li> <li>Should the Project go ahead, all other factors considered, GSI would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to GIS's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at <a href="mailto:GeologicalMappingInfo@gsi.ie">GeologicalMappingInfo@gsi.ie</a>.</li> </ul>	All items considered during the EIA process. No implications for the EIA/Design.	The data sets available from the GIS website were used in this EIAR for various topics (where applicable). The site investigations (if any) undertaken for this EIAR are outlined in <b>Chapter 10: Soils &amp; Geology</b> and associated reports are provided as part of this EIAR. Any further information can be provided to the GIS upon request.
Health and Safety Authority (HSA)	<p><b>Outline of response received (letter dated 20<sup>th</sup> March 2025):</b></p> <p>The HSA made the following observations:</p> <ul style="list-style-type: none"> <li>The Health and Safety Authority (the Authority), acting as the Central Competent Authority under the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. 209 of 2015) gives technical advice to the Planning Authority when requested, under regulation 24(2) in relation to: <ul style="list-style-type: none"> <li>(a) the siting and development of new establishments;</li> <li>(b) modifications to establishments of the type described in Regulation 12(1);</li> <li>(c) new developments including transport routes, locations of public use and residential areas in the vicinity of establishments, where the siting, modifications or developments may be the source of, or increase the risk or consequences of, a major accident.</li> </ul> </li> <li>Since the above-referenced application appears to be outside the scope of the Regulations, the Authority has no observations to forward.</li> </ul>	N/A	Health and Safety is addressed in <b>Chapter 20: Major Accidents &amp; Natural Disasters</b>
Health Service Executive (HSE)	<p><b>Outline of response received (letter dated 17<sup>th</sup> April 2025):</b></p> <p>The HSE made the following observations:</p> <ul style="list-style-type: none"> <li>The Developer should consider the findings of the High Court judgement issued in the judicial review of the Derryadd Wind Farm. (2021 IEHC 390 [20202 No. 557 JR] P. Sweetman v An Bord Pleanála), with regard to general noise considerations of noise and wind farms the judgement in [2024] IEHC 136 [2018 8457 P] MARGARET WEBSTER AND KEITH ROLLO AND MEENACLOGHSPAR (WIND) LIMITED.</li> <li>It is the experience of the National Environmental Health Service Submission Report (NEHS) that impacts on human health are often inadequately assessed in EIAs in Ireland. It is recommended that the wider determinants of health and wellbeing are considered in a proportionate manner when considering the EIA. Guidance on wider determinants of health can be found at <a href="http://www.publichealth.ie">www.publichealth.ie</a>.</li> <li>The NEHS recommends that the following matters are included and assessed in the EIAR</li> </ul>	All items considered during the EIA process. No implications for the EIA/Design.	The key topics for an EIAR as recommended by the NEHS are addressed in the following chapters: <b>Chapter 5: Population and Human Health</b> <b>Chapter 10: Soils and Geology</b> <b>Chapter 11: Hydrology and Hydrogeology</b> <b>Chapter 13: Noise</b> <b>Chapter 14: Material Assets</b> <b>Chapter 16: Traffic and Transport</b> <b>Chapter 17: Shadow Flicker</b> <b>Chapter 18: Air</b> <b>Chapter 19: Climate</b> <b>Chapter 22: Schedule of Mitigation Measures</b>

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	Public Consultation Population and human health Decommissioning phase of the Project Siting and location of turbines Noise & Vibration Shadow Flicker Air Quality Surface and Groundwater Quality Ancillary facilities Cumulative impacts Climate Health gain <ul style="list-style-type: none"> <li>It is recommended that early and meaningful public consultation with the local community is undertaken to ensure all potentially significant effects of the Project have been adequately addressed.</li> </ul>		
Irish Water	No response received	N/A	N/A
National Museum of Ireland (NMI)	<b>Outline of response received (letter dated 27<sup>th</sup> March 2025):</b>  The NMI made the following observations: <ul style="list-style-type: none"> <li>The NMI Topographical files, within the Irish Antiquities Division of the NMI, should be consulted. These will provide details on stray finds within the various townlands which may be impacted/affected by the Project.</li> <li>The area has extensive bog and was the location of a large lake called Lough Bally. Bogs and lakes are often rich in archaeological material. The bog at Drummin being a case in point. If excavations are to be carried out, the consultant archaeology company should have relevant wetland archaeology experience inhouse or access to such specialisms.</li> <li>There are several recorded monuments within the broader landscape. The NMS should be contacted directly for further information in this regard.</li> <li>It is noted that Rathcroghan archaeological complex is located close to the study area. The impact on this landscape should be part of a Visual Impact Survey.</li> <li>It should be noted that within riverine, wetland and bog locations there is a very high potential for the survival of archaeological features and finds. These can include stone, metal, and crucially, organic waterlogged material. Any changes to their current local conditions could have a severe negative impact on their preservation. Mitigation may be necessary to protect and/or recover any such archaeological finds to ensure their long-term preservation.</li> <li>Over such a large study area, there is a very high potential for encountering archaeological features and finds. Archaeological intervention, to include, for example, an archaeological impact assessment will, most likely, be required. Preservation of archaeological sites in-situ is preferable, however, in some cases mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior to the commencement of any works.</li> </ul>	All items considered during the design process. No implications for the EIA/Design.	Heritage is addressed in <b>Chapter 15: Cultural Heritage</b> , including the findings of the Heritage Impact Assessment, Visual Assessment of the Rathcroghan archaeological complex.
Office of Public Works (OPW)	No response received	N/A	N/A
Royal Irish Academy	No response received	N/A	N/A
Sustainable Energy Authority of Ireland (SEAI)	No response received	N/A	N/A
The Arts Council	No response received	N/A	N/A
Transport Infrastructure Ireland (TII)	<b>Outline of response received (letter dated 7th April 2025):</b>  The TII made the following observations:	All items considered during the design process. No implications for the EIA/Design.	Traffic and Transport is addressed in <b>Chapter 16: Traffic and Transport</b> , including the proposed Construction Haul Routes.

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	<ul style="list-style-type: none"> <li>• TII notes that the subject study area includes a section of N5, national road, subject to a 100kph speed limit. Access to the road network is not clear in the EIAR Scoping Report and TII recommends that access proposals should be developed in accordance with official policy and road safety considerations. As outlined above, access directly to a national road, or intensification of a private access to a national road, outside a reduced 50 – 60kph speed limit location should be avoided in accordance with the provisions of official policy. Alternative arrangements should be identified to ensure adherence to the provisions of official policy.</li> <li>• Consultations should be had with the relevant Local Authority/National Roads Design Office, with regard to the locations of existing and future national road schemes in the area. In that regard, consultation with the Council concerning the N5 Ballaghderreen to Scramogue Scheme should be undertaken.</li> <li>• TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in the proximity of the Project, including the potential haul route.</li> <li>• The Developer should assess visual impacts from existing national roads.</li>   <li>• The Developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).</li> <li>• The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (National Road Authority (NRA), 2014).</li> <li>• The EIAR should consider the 'European Communities (Environmental Noise) Regulations, 2018, (S.I. no. 549 of 2018)', and, in particular, how the development will affect future action plans by the relevant competent authority. The Developer may need to consider the incorporation of noise barriers to reduce noise impacts (see 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (NRA, 2014)').</li> <li>• It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site, with reference to impacts on the national road network and junctions of lower category roads with national roads.</li> <li>• In relation to national roads, TII's 'Traffic and Transport Assessment Guidelines' (2014) should be referred to in relation to proposed development with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of TII's TTA Guidelines, which addresses requirements for sub-threshold TTA.</li> <li>• Any improvements required to facilitate development should be identified. It will be the responsibility of the Developer to pay for the costs of any improvements to national roads to facilitate the private development proposed, as TII will not be responsible for such costs.</li> <li>• The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.</li> <li>• In the interests of maintaining the safety and standard of the national road network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.</li> <li>• TII recommends that the Developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal 'weight' loads are a feature of the development, e.g., turbine or substation components, separate structure approvals/permits and other licences may be required in connection with the proposed haul route. All national road structures on the haul route through all the relevant County Council administrative areas should be checked by the Developer to confirm their capacity to accommodate any abnormal 'weight' load proposed. Any requirements for 'Exceptional Abnormal Loads' should also be addressed in accordance with TII Publications.</li> <li>• In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required are identified.</li> <li>• The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contractors (MMaRC) and local road authorities, in association with TII.</li> </ul>		

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	<ul style="list-style-type: none"> <li>The Developer should also consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul route traverses, to ascertain any operational requirements, including delivery timetabling, etc., to ensure that the strategic function of the national road network is safeguarded.</li> <li>Where temporary works within any MMaRC Boundary are required to facilitate the transport of turbine components to Wind Farm Site, the Developer shall contact <a href="mailto:thirdpartyworks@tii.ie">thirdpartyworks@tii.ie</a> in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place.</li> <li>Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal loads (e.g., tearing of the surface course, etc.) shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the road authority prior to the commencement of any development on site.</li> <li>Any Road Safety Audit requirements should be addressed.</li> <li>Where grid connection and cable routing form part of any development proposal, proposals should be developed to safeguard proposed road schemes, as TII will not be responsible for costs associated with future relocation of cable routing where proposals are catered for in an area of a proposed national road scheme. In that regard, consideration should be given to routing options, use of existing crossings, depth of cable laying, etc.</li> <li>Where grid connection proposals impact the existing national road network, please note, in accordance with the National Planning Framework National Strategic Outcome No. 2 'Enhanced Regional Accessibility', there is a requirement to maintain the strategic capacity and safety of the network. This requirement is further reflected in the NDP, the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'.</li> <li>The Scheme promoter should also refer to Department of Transport Circular, RW 07 of 2025 and the 'Interim Guidance to Road Authorities (placement of Medium or High Voltage electricity assets).</li> </ul>		