Appendix 1.3: Scoping Opinion

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Initial Scoping 2023 Response			
Mayo County Council (MCC)	Pre-Planning Meeting 18th August 2023 <u>Introduction</u> ID outlined that the purpose of the meeting was to brief MCC on the proposed windfarm, an SID application to ABP, and that ABP had requested Constant Energy to elicit the views of MCC on the proposal. The proposed development consists of 25 wind turbines, (96 MW). 21 turbines will have a 125m tip height and a 105m rotor diameter, generating up to 3.45 megawatts (MW), 4 turbines will have a tip height of 180m and a 150m rotor diameter, generating up to 6 MW, a 110Kv substation, an underground 110Kv powerline laid in/along public roads to the Ashai site in Killala. Drgs. Palmerstown Bridge Route Overview Map Tirawley Mayo Landscape Policy Tirawley Site Layout Map Downpatrick Head photomontage Haul routes Map for ABP Presentation. <u>MCC Concerns</u> Site Boundary: There appears to no single site boundary. The redline site boundary appears to be a series of groups of turbines & single turbines linked along the public road. The public roads cannot form part of the site boundary.	N/A	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Visual Impact: The site layout is in the form of dispersed turbines throughout the landscape and does not conform to the layouts identified in the Draft Revised Wind Energy Development Guidelines of2019.The larger turbines are highly visible from the N Coast Road which is a Scenic Route & has Designated Scenic Views and the development plan objective is that development should not impinge in any significant way on the character, integrity and distinctiveness of the area. Some of the smaller turbines are also partially visible (photomontage). The visual impact of the turbines is still a consideration within the "Preferred" and "Open for Consideration" zones. The RES was written in 2011 when turbine size, height and rotor dia. were much smaller and had less visual impact. Commencement of a new RES is to be prepared in the coming months. The larger turbines are located in Landscape Policy Area 1 where it is unlikely that the visual impact of windfarms can be ameliorated. Archaelogy: The turbines will be visible of the turbines to/from the Céide Fields which is on the tentative UNESCO Tentative World Heritage Site. The development plan seeks to protect the Céide Fields from inappropriate development.The full extent of the Céide Fields archaeology site is unknown and may reach as far as the windfarm site. Haul Routes: The use of narrow county roads for the protracted length of proposed haul route will be problematic given their generally poor structural condition and restricted carriageway width. The traffic generated by the development (construction materials, labour-force, turbine deliveries etc) will cause serious disruption to local road users.Palmerstown Bridge is a Protected Structure in the County Development Plan. It an objective of the development		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	plan to Note of Meeting as agreed with Mayo County Council. Date: 29th August 2023 Protect those structures in the RPS together with the integrity of their character and setting. The setting of bridge is affected by the land-take for the road widening haulage. Roads: MCC is not in favour of laying electricity cables in the road carriageway. AA: Given the proximity of the proposal to SACs & SPAs AA will probably be required. EIA: An EIAR will be required given the project is in excess of the EIA threshold in the Planning & Development Regs 2001-2022. MCC Opinion: MCC would not be in favour of such a proposal at this location.		
Sligo County Council	Acknowledgement of receipt of scoping letter received 03/03/2023. No further response received.	N/A	N/A
Minister for Housing, Planning and Local Government	No response received.	N/A	N/A
Aviation			
IAA	Scoping response received on 22/05/2023 *"In the event of planning consent being granted, the applicant should be conditioned to contact the Irish Aviation Authority to:(1) agree an aeronautical obstacle*	No implications for the EIA/Design.	**Aviation** is discussed in **Chapter 14: Material and Assets and Other Issues, Section 14.8 Air Navigation**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	warning light scheme for the wind turbine development, (2) provide as-constructed coordinates in WGS84 format together with ground and tip height elevations at each wind turbine location and (3) notify the Authority of intention to commence crane operations with at least 30 days prior notification of their erection".		
ANI	No response received.	N/A	N/A
Sligo Airport	Scoping response received on 12/03/2023 There is no impact in relation to Sligo Airport and it Instrument Flight Procedures (IFPs). However, this area is frequently flown by the resident Coastguard Helicopter, careful considerations should be given to the lighting and marking of these structures. In this instance you should consult the Irish Aviation Authority and its clear guidelines in this regard.	No implications for the EIA/Design.	**Aviation** is discussed in **Chapter 14: Material and Assets and Other Issues, Section 14.8 Air Navigation**
Ecology			
An Taisce	No response received.	N/A	N/A
Development Applications Unit	Acknowledgement of receipt of scoping letter received 06/03/2023. No further 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
Irish Wildlife Trust	No response received.	N/A	N/A
Soils and Water			
Geological Survey of Ireland	Response received 21/03/2023 Geological Survey Ireland is the national earth science agency and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and advice and gather various data for that purpose. Please see our website for data availability. We recommend	All items considered during the design process.	**Chapter 8: Soils and Geology** **Chapter 9: Hydrology and Hydrogeology**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	using these various data sets, when conducting the EIAR, SEA, planning and scoping processes. Use of our data or maps should be attributed correctly to 'Geological Survey Ireland'. With reference to your email received on the 2nd March 2023, concerning the Request for Scoping Opinion on information to be included in the preparation of an EIAR for Tirawley Wind Farm Co Mayo, Geological Survey Ireland would encourage use of and reference to our datasets. Please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets. **Geoheritage** Geological Survey Ireland is in partnership with the National Parks and Wildlife Service (NPWS, Department of Housing, Local Government and Heritage), to identify and select important geological and geomorphological Sites throughout the country for designation as geological NHAs (Natural Heritage Areas). This is addressed by the Geoheritage Programme of Geological Survey Ireland, under 16 different geological themes, in which the minimum number of scientifically significant Sites that best represent the theme are rigorously selected by a panel of theme experts. County Geological Sites (CGSs), as adopted under the National Heritage Plan, include additional Sites that may also be of national importance, but which were	The Peat and Landslide Risk Assessment (**Appendix 8.1**) indicates that the Site has a LOW to NEGLIBLE risk of instability in relation to the proposed turbine locations, should all mitigation measures and recommendations be adhered to. A Peat Stability Hazard and Landslide Risk Assessment (PSHLRA), in **Section 8.3.10**	**Chapter 17: Traffic and Transportation**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	not selected as the very best examples for NHA designation. All geological heritage Sites identified by Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS. CGSs are now routinely included in County Proposed Development Plans and in the GIS of planning departments, to ensure the recognition and appropriate protection of geological heritage within the planning system. CGSs can be viewed online under the Geological Heritage tab on the online Map Viewer. The audit of County Geological Sites of County Mayo was published in November 2020. The full report details can be found here. Our records show that there are no CGSs in the vicinity of the proposed Wind Farm site boundary but that there is a CGS within the proposed grid connection. Killala Area, Co. Mayo (GR 121833, 327262), under IGH theme: IGH 7 Quaternary. This field of discrete glaciotectonic ridges and interspersed glacial features form a body of tectonised proglacial features west of the Moy Estuary, in a coastal embayment. The Site covers an area ~7km wide (west-east) at its widest point, along a coastal strip of almost 5km north-south, on the western side of the estuary, and includes numerous ridge features. Link to Site Report: MO068. With the current plan, there are no envisaged impacts on the integrity of current CGSs by the Proposed Development. However, if the Proposed Development plan is altered, please contact Clare Glanville (Clare.Glanville@gsi.ie) for further information and possible mitigation measures if applicable.	**of Chapter 8: Soils and Geology** summarises the relevant hazard ranking, applicable post mitigation, to the main infrastructure at Tirawley Wind Farm (turbine and Access Track) as a NEGLIBLE hazard.	

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Groundwater Geological Survey Ireland's Groundwater and Geothermal Unit, provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems. Proposed Developments need to consider any potential impact on specific groundwater abstractions and on groundwater resources in general. We recommend using the groundwater maps on our Map viewer which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. For areas underlain by limestone, please refer to the karst specific data layers (karst features, tracer test database; turlough water levels (gwlevel.ie). Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data. The Groundwater Data Viewer indicates aquifers classed as a 'Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones', a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' and a 'Locally Important Aquifer - Bedrock which is Generally Moderately Productive' underlie the Wind Farm site boundary and grid connection route. The Groundwater Vulnerability map indicates the range of groundwater vulnerabilities within the area covered is variable. We would therefore recommend use of the Groundwater Viewer to identify areas of High to Extreme		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Vulnerability and 'Rock at or near surface' in your assessments, as any groundwater-surface water interactions that might occur would be greatest in these areas. GWClimate is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland. This is a follow on from a previous project (GWFlood) and the data may be useful in relation to Flood Risk Assessment (FRA) and management plans. Maps and data are available on the Map viewer. Geological Survey Ireland has completed Groundwater Protection Schemes (GWPSs) in partnership with Local Authorities, and there is now national coverage of GWPS mapping. A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. The Groundwater Protection Response overview and link to the main reports is here: https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.aspx **Geological Mapping** Geological Survey Ireland maintains online datasets of bedrock and subsoils geological mapping that are reliable and accessible. We would encourage you to use these data which can be found here, in your future assessments.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Please note we have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data, with instructional manuals and videos. This makes our data more accessible to general public and external stakeholders. QGIS compatible data can be found in our downloadable bedrock 100k .zip file on the Data & Maps section of our website. **Geohazards** Geohazards can cause widespread damage to landscapes, wildlife, human property and human life. In Ireland, landslides, flooding and coastal erosion are the most prevalent of these hazards. We recommend that geohazards be taken into consideration, especially when developing areas where these risks are prevalent, and we encourage the use of our data when doing so. Landslides are common in areas of peat, rock near surface and in fine to coarse range materials (such as glacial tills), areas which are found within the proposed wind farm boundary area. Geological Survey Ireland has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map both of which are available for viewing on our dedicated Map Viewer. Associated guidance documentation relating to the National Landslide Susceptibility Map is also available. Geological Survey Ireland also engaged in a national project on Groundwater Flooding. The data from this project may be useful in relation to Flood Risk Assessment (FRA) and management plans and is described in more detail under 'Groundwater' above.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Natural Resources (Minerals/Aggregates) Geological Survey Ireland provides data, maps, interpretations and advice on matters related to minerals, their use and their development in our Minerals section of the website. The Active Quarries, Mineral Localities and the Aggregate Potential maps are available on our Map Viewer. We would recommend use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the area. In keeping with a sustainable approach we would recommend use of our data and mapping viewers to identify and ensure that natural resources used in the proposed wind farm development are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilization is considered. **Geophysical data** Geological Survey Ireland produces high-resolution geophysical data (Magnetic field, electrical conductivity, natural gamma-ray radiation) of soils & rocks as part of the Tellus programme. These data currently cover approximately 75% of the country and provide supporting geological information on a regional scale useful for assessing environmental impact and risk. investigation works for large scale projects. **Guidelines** The following guidelines may also be of assistance: • Institute of Geologists of Ireland, 2013. Guidelines for the Preparation of the Soils, Geology and Hydrogeology, Chapters of Geology in Environmental Impact Statements.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	• EPA, 2022. Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR). **Other Comments** Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be added to Geological Survey Ireland'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 mailto:GeologicalMappingInfo@gsi.ie, 01-678 2795.		
Inland Fisheries Ireland	Response received 12/06/2023 *"Inland Fisheries Ireland (IFI) is the state body responsible for the protection, management and conservation of the inland fisheries and sea angling resource in Ireland. Protection of the aquatic environment and habitat is a vitally important element of IFI's work.* *The proposed site crosses numerous watercourses including the Cloonaghmore River, Gortmore Stream and numerous smaller costal watercourses. The Cloonaghmore River provides important salmon, brown trout and sea trout habitat. The Cloonaghmore River is under environmental pressure and salmon stocks have declined below their conservation limit, that is the number of adult salmon returning to spawn required for a sustainable fishery. As a result, this fishery is open on a catch and release basis only. All catchments within the proposed area have been allocated good ecological status in the River Basin Management Plan and this must be maintained to comply with the Water Framework Directive.*	Electrofishing fish survey Invertebrate sampling assessment Any unmarked water drains on site require aquatic buffer zones and surveys Invasive species survey and	**Chapter 6: Biodiversity** **Chapter 9: Hydrology and Hydrogeology**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	No development or activity should be permitted in these catchments that may hinder or prevent the recovery of salmon stocks or the protection of their ecological status. *The EIS should assess the potential impacts the proposed development may have including, damage to the aquatic and associated riparian habitat, pollution of water, changes to hydrology, introduction of non-native species and interference with upstream and downstream movement of aquatic life. The assessment should include all aspects of the development, which includes the construction of 31 wind turbines, turbine foundations, hardstanding areas, borrow pit, access tracks, electrical substation, grid connection, facilitating works on the public road network and at private properties to accommodate the delivery of turbine components etc. IFI request the following be assessed as part of the EIA.* 1. *All watercourses that will receive drainage from the construction site including the turbines or the access roads must be assessed. IFI request an electrofishing fish survey and invertebrate sampling assessment are carried out. IFI request consultation prior to these surveys being carried out to agree sample locations to ensure on-site and downstream impacts are assessed. The electrofishing survey must be quantitative in relation to all fish species present. Appropriate permits for electrofishing must be obtained from the Department of Communications, Energy and Natural Resources. Authorised personnel must ensure that they comply with all the conditions contained in the permit. Surveys of un-impacted (control) streams should also be included in the EIA.*	management plan Water quality and habitat monitoring program. The monitoring of all surface flows during construction is essential and remote sensing equipment should be considered as a normal precaution and extended into the post construction phase. Adequately sized aquatic buffer zones	

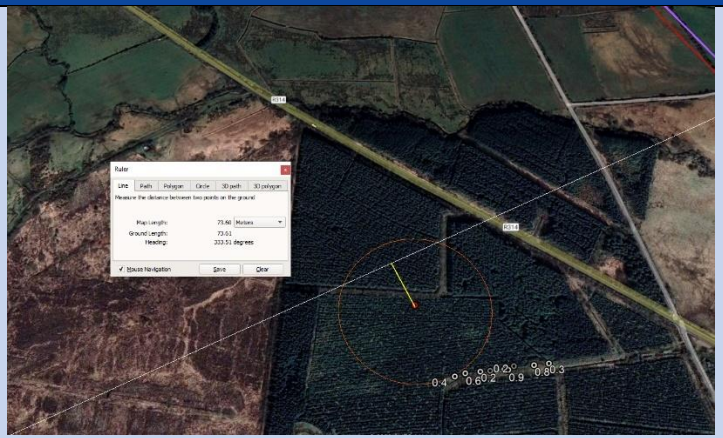
Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	2. *A number of watercourses/drains may exist on site which are not marked on the OSI maps and must be subject to the proposed aquatic buffer zone and surveys.* 3. *There must be no spread of invasive species as a result of the proposed development. A survey for the presence of invasive species should be carried out and a management plan put in place where found.* 4. *A construction and operational phase water quality and habitat monitoring programme must be put in place. The monitoring of all surface flows during construction is essential and remote sensing equipment should be considered as a normal precaution and extended into the post construction phase.* 5. *The riparian habitat is integral to the functioning of the aquatic environment. The potential impacts of the development on the riparian habitat should be assessed. Adequately sized aquatic buffer zones must be established along all watercourses. IFI recommends a minimum width of 15metres from a minor watercourse to low risk parts of the construction site with larger buffer zones required for more sensitive habitats and higher risk operations eg. 50m from a turbine.* 6. *Groundwater vulnerability ranges from moderate to extreme across the site. The location of turbines and main construction works must avoid high groundwater vulnerability areas.* 7. *The GSI Landslide Susceptibility Classification for the site ranges from low to moderate. All parts of the proposed development including roads, turbines, excavation and deposition area must be restricted to the low landslide susceptibility areas. A geotechnical survey must be carried out and the potential for soil movement and landslides should be assessed*	along all watercourses The location of the turbines and main construction works must avoid high groundwater vulnerability. All parts of the proposed development including roads, turbines, excavation and deposition area must be restricted to the low landslide susceptibility areas. A geotechnical survey to	

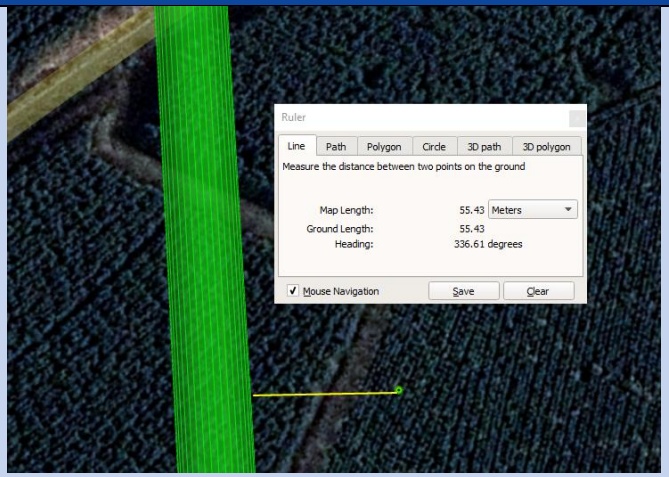
Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	fully for all areas of the site and all proposed activities including borrow pits, peat deposition sites, settlement ponds, turbines and access roads. The impact these works will have either directly or by vibration on the stability of the soils should be assessed. Site stability monitoring may be required during the construction phase of the proposed development. 8. *Assessment of the impacts on the hydrology of the site must be carried out particularly where excavations including excavations for road construction are being proposed. The natural hydrology of the proposed site has been modified to facilitate the extraction of peat. It is important that watercourses/drains are not interrupted or diverted in such a manner as to give rise to erosion. The proposed site crosses a number of catchments, there must be no diversion of waters from one catchment into another. Consideration should be afforded to the likely increase in surface water flow from the site which has the potential to alter the downstream prevailing hydrological regime and impact on the fisheries resource. In this regard attenuation measures should be identified and implemented in the surface water drainage plan. Consideration should be given to rewetting of the existing peatland to mitigate hydrological impacts of the development.* 9. *The impact of site drainage must be assessed including the pumping of waters from excavations such as turbine excavations. Settlement ponds and other silt treatment/mitigation measures must be engineered to ensure sufficient retention times are provided for sediment settlement. The silt traps should be designed to minimise the movement of silt especially during intense precipitation events where silt traps maybe hydraulically*	assess soil movements and landslides for all areas of the site and all proposed activities including borrow pits, peat deposition sites, settlement ponds, turbines and access roads. Water should not be diverted from one catchment to another. Settlement ponds must be engineered to ensure sufficient retention times	

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	overloaded. It is essential that they are located with good access to facilitate monitoring, sampling and maintenance. 10. *Watercourse crossings existing on site or along the proposed delivery routes must be assessed to determine if works will be required to facilitate site access and the potential impacts of such works. The locations and design of any proposed new watercourse crossings should be provided. IFI requests consultation in relation to the design; length, slope and width of any instream structure, temporary or permanent. Clear span structures such as Bailey bridges should be used where possible. There must be no negative impact on fish passage as a result of the proposed development.* 11. *No watercourse diversions are to be carried out to facilitate the development including site roads.* 12. *An assessment of the site transport routes must be carried out to identify any bridge or culvert replacement or improvement works. Including temporary modifications to facilitate turbine delivery to site.* 13. *All instream works or other works which may impact directly on a watercourse should only be carried out during the open season which is from 1st July to 30th of September (so as to avoid impacting on the aquatic habitat during the spawning season.) It would be important that this is included in the contract for construction.* 14. *It is recommended that a suitably qualified person be on site for the duration of works to ensure:* • *All mitigation measures identified are implemented prior to and during the construction phase, as appropriate.*	are provided for sediment settlement, including during intense precipitation events. Instream works should only be carried out during the open season which is from 1st July to 30th September.	

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	• *Continual assessment to ensure the mitigation measures are effective including assessment of adjacent peats for cracking/instability.* • *Cessation of works should slippage indicators develop and/or settlement arrangements are inadequate for suspended solid removal in surface waters.* • *Arrangements are established in relation to a contact protocol for the relevant statutory bodies on progress of works.* 15. *The IFI publication: Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites should be followed.* https://www.fisheriesireland.ie/documents/624-guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters/file.html *In summary IFI request the following to be addressed:* • *Water quality* • *Surface water hydrology* • *Fish spawning and nursery areas* • *Passage of migratory fish* • *Areas of natural heritage importance* • *Biological diversity, ecosystem structure and functioning* • *Sport and commercial fishing and angling* • *Sediment transport"*		
Irish Peatland Conservation Council	No response received.		

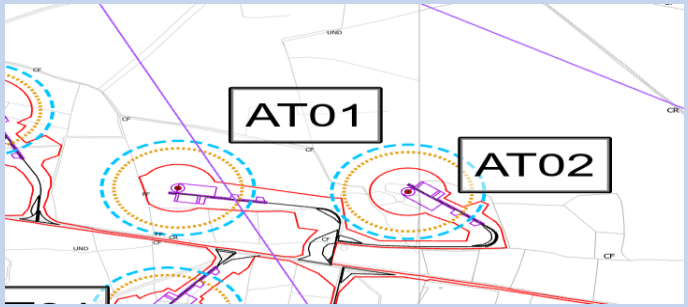
<table>
<tr><th>Consultee Organisation</th><th>Response Received</th><th>Implications for the EIA/Design</th><th>EIAR Chapter/Section where comments have been addressed</th></tr>
<tr><td colspan="4">Telecommunications</td></tr>
<tr><td>Broadcasting Authority of Ireland</td><td>Response received 06/03/2023
"The BAI does not perform an in-depth analysis of wind turbines on FM networks. However, we are not aware of any issues from existing windfarms into existing FM networks. Also, the proposed windfarms are not located close to any existing or planned FM transmission sites".</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Eir Limited</td><td>No Response 28/09/23</td><td></td><td></td></tr>
<tr><td>ENET</td><td>Response received 15/03/2023
"We have only link possibly affected":
<table>
<tr><th>Link name</th><th>A-End Coordinates</th><th>A-End Dish Height</th><th>B-End Coordinates</th><th>B-End Dish Height</th><th>Frequency</th></tr>
<tr><td>TC Schanttra – S N Beanchair</td><td>54.203520 -9.4350090</td><td>21m</td><td>54.264328 -9.226600</td><td>6m</td><td>13GHz</td></tr>
</table>
<u>JOD Response</u>
"On double checking links in the surrounding area of the Proposed Tirawley Windfarm, one of our Turbines AT06 is close to the below link mentioned. Please see attached image. The link passes the turbines base at a distance of 73.60m. The turbines blades measure at 52.5m, giving a setback distance of 21.1m from the links path. Can you confirm if this setback distance is enough to avoid any interference with the mentioned link TC Shanettra - S N BEANNCHAIR".</td><td>N/A</td><td>Telecommunications discussed in Section 14.6 of Chapter 13 Material Assets & Other Issues</td></tr>
</table>

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	 ENET Response *"We should be just about ok based on my calculations below"*		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
			
ESB	No response received.	N/A	N/A
RTÉ (2RN)	Response received 02/03/2023 *"The proposed windfarm at Tirawley, Co. Mayo will not affect 2rn's fixed linking. The closest off-air path that we have is 1600m to the north. There is however a risk of interference to broadcast services on the area. We would therefore asl that a protocol be signed between 2rn and the developer should the site go ahead".*	N/A	N/A
Tetra Ireland	Response received 27/03/2023 *"We anticipate no impact from the development as proposed. Can you ensure that the development is also reviewed by eir".*	N/A	N/A
Three Ireland (Hutchison) Limited	Response received 08/03/2023	Adjustment of the position of	**Telecommunications** discussed in

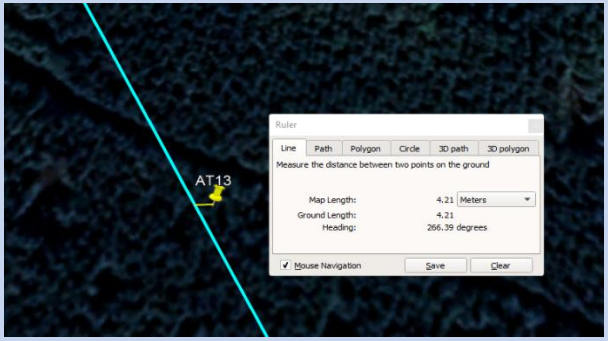
Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	"I've reviewed the proposed wind farm development at Tirawley Windfarm Co. Mayo. We have 3 links on the Three Ireland Microwave Transmission network that traverse through this area. Going by your current positions only 1 of our links will be affected. (The top link below). But I've included all 3 in the table below. The Wind Turbine is being built right in the path of this link. This is our Main Backhaul link back into Ballina".	the turbine AT01 so it no longer disrupts the path threes microwave transmission network.	**Section 14.6** of **Chapter 13 Material Assets & Other Issues**

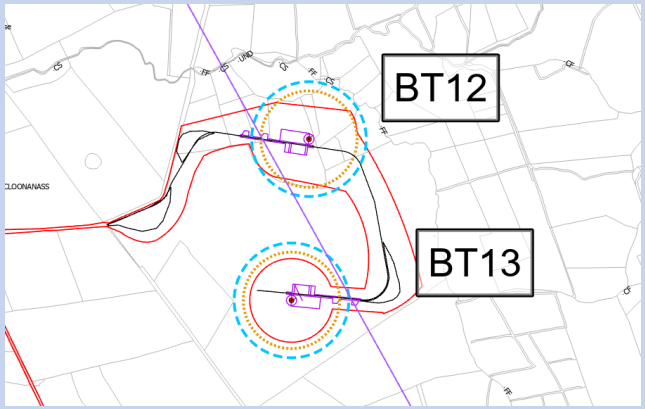
Link Name / ID	Band MHz\GHz	Link Length	Site A					Site B				
			Lat	Long	Easting	Northing	Ant Height	Lat	Long	Easting	Northing	Ant Height
20109	13	21.7km	54.28783	-9.30174	115,280	338,452	25	54.10937	-9.16536	123,833	318,434	55
50474	15	16km	54.28783	-9.30174	115280	338452	22	54.21174	-9.09278	128756	329752	15
50482	26	4.8km	54.28783	-9.30174	115280	338452	22	54.27854	-9.37406	110550	337508	22

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	JOD Response *"We have adjusted AT01 recently to avoid Link Name/ID20109 (Purple Line seen Below). Due to space constraints, it could only be adjusted so much where the link no longer passes through the centre mass of the turbine (red dot). However, it is still within the rotor diameter of the turbine (orange circle) i.e. the area within the turbines blade area. Can you confirm if this will interfere with the link".*  Three Response *"We are looking at rerouting our MY0156 site to avoid this development. Can you plot this link below in your system? I think it will route between AT01 and AT02 turbine blades. Also, any chance that you have the coordinates for this whole development in Irish Grid format".*		

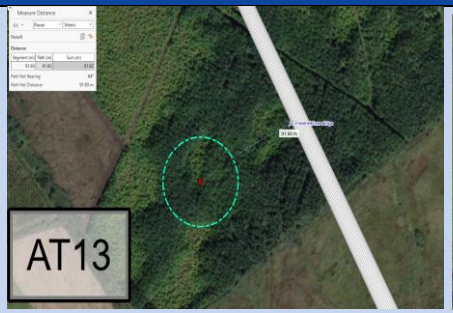
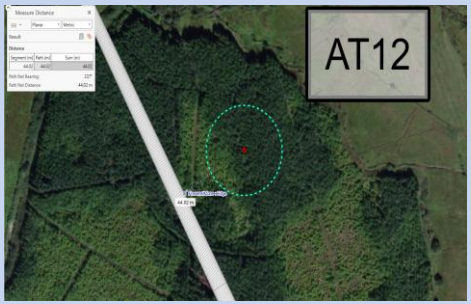
Link Name / ID	Band MHz\GHz	Link Length	Site A					Site B				
			Lat	Long	Easting	Northing	Ant Height	Lat	Long	Easting	Northing	Ant Height
Proposed	18	11.8km	54.28783	-9.30174	115,280	338,452	25	54.19301	-9.22191	120,296	327,806	25

<table>
<tr><th>Consultee Organisation</th><th>Response Received</th><th>Implications for the EIA/Design</th><th>EIAR Chapter/Section where comments have been addressed</th></tr>
<tr><td></td><td><u>JOD Response</u>
"The proposed re-routing takes the link outside AT01's blade sweep, identified as the orange circle below. The purple line identifies the existing link and the white the proposed link. Please see attached co-ordinates as requested".
 
<u>Three Response</u>
"That's great thanks. We'll look to reroute the link as shown by the white line".</td><td></td><td></td></tr>
<tr><td>Virgin Media Television</td><td>No response received.</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Vodafone</td><td><u>Vodafone Response received 02/03/2023</u>
"I can confirm that the proposed Tirawley windfarm development in Co. Mayo will cause a line of sight issue with the following microwave link on the Vodafone network".
<table>
<tr><th rowspan="2">Link Name / ID</th><th rowspan="2">Band MHz\GHz</th><th rowspan="2">Link Length</th><th colspan="5">Site A (MO093, Ballycastle)</th><th colspan="5">Site B (MOBLA, Ballina)</th></tr>
<tr><th>Lat</th><th>Long</th><th>Easting</th><th>Northing</th><th>Ant Height</th><th>Lat</th><th>Long</th><th>Easting</th><th>Northing</th><th>Ant Height</th></tr>
<tr><td>MO093-MOBLA-UG2</td><td>15GHz/56MHz</td><td>21.11km</td><td>54.2734886960716</td><td>-9.3274362197264</td><td>113572</td><td>336884</td><td>10m</td><td>54.109414549</td><td>-9.165312229</td><td>123832</td><td>318435</td><td>30m</td></tr>
</table>
"Please note that only one of the proposed wind turbines (AT13) is close enough in proximity to our microwave link (less than 5m) to cause issues. If the wind</td><td>The adjustment of 2 no. turbines locations so they do not interfere with the identified Vodafone link.</td><td>Telecommunications discussed in Section 14.6 of Chapter 13 Material Assets & Other Issues</td></tr>
</table>

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	turbine location isn't amended this will cause serious performance issues our microwave link effectively making the link useless. Please see the screenshots below which aim to show the issue with AT13."   	Turbines later removed from Proposed Development.	

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	JOD Response *"We have adjusted AT13 & AT12 recently to avoid Link MO093-MOBLA-UG2 (Purple Line seen Below). Due to space restraints, it could only be adjusted so much that the link no longer passes through the centre mass of the turbines (red dot). However, it is still within the rotor diameter of the turbine (orange circle) i.e. the area the turbines blades will occupy/spin. Can you confirm if this will interfere with the link.*  **Vodafone Response** *"Thanks for sending on the amended details.* *Unfortunately, as our link would still be passing through the rotor diameter this will interfere with our link and would cause a line of sight issue every time the blades spin. This issue would cause our microwave link to drop every day. For our microwave link to work without interference here we would need to guarantee that there is a minimum of 30m distance from the top of the rotor blade to the*		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	first Fresnel zone of our microwave link. This is the only way that I can confirm that no interference would occur". Meeting Held with Vodafone 26/07/23 to discuss setback distances. <u>JOD Post Meeting Response</u> *"Thanks for your time this morning, it was great to close out this issue. As discussed, please see attached images. Please note the red circle = turbine tower (centre point), green circle = maximum rotor wingspan (105m rotor diameter) and grey line = Fresnel zone. AT13 distance from outer most rotor blade to outer most Fresnel Zone = 93.93m. AT12 distance from outer most rotor blade = 44.02m to outer most Fresnel Zone".*		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	   <u>Vodafone Response</u> *"Thanks for your explanation this morning.* *I can confirm that I'm happy that the proposed locations of AT12 and AT13 won't impact the Fresnel zone of our MW link as at least 30m of buffer space has been allocated from the new proposed turbine locations. Please let me know if I can help with anything else".*		
Other			
Commission for Communications Regulation	No response received.	N/A	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Department of Agriculture, Food and the Marine	Response received 02/03/2023 Reference No: DAFM-MMO-00816-2023 "*I would like to acknowledge your recent correspondence dated 02/03/2023 to Charlie McConalogue T.D., Minister for Agriculture, Food and the Marine regarding Tirawley Windfarm, Co. Mayo. I will bring your correspondence to the Minister's attention as soon as possible".* No further information received as of 23/05/2023	N/A	N/A
Department of Defense	Response received 24/03/2023 *Main observations made are as follows:* Single turbine, structures or turbines delineating the windfarm 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 H24/7days a week. Obstacle lighting should be incandescent or of a type visible to Night Vision equipment. Obstacle lighting 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. Any Irish Air Corps (IAC) requirements for are separate to Irish Aviation Authority (IAA) requirements.	All items considered during the design process. Turbines delineating the windfarm 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	**Assets and Other Issues, Section 14.8 Air Navigation**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
		be operational H24/7days a week	
Department of Transport	Response received 15/03/2023 ***Main observations made are as follows:*** The Department considers the construction involved in providing this development and especially, the connection cables to the national grid may have effects on both the environment and the Regional and Local Road network. Where the developer proposes the placement of any cables (or additional cables) in one or more trenches within the extents of the (regional and local) public road network, it is necessary to consider the following: Their presence within the public road could 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. Their instillation within the lands associated with the public road and may affect the stability of the road. In particular where the is a "*legacy road"* (where there is no designed road structure and the subgrade may be poor or poorly drained) the design needs to take account of all variable conditions and not be based on a sample of general conditions. The possible effect on the remaining road space (nothing that there may be need to accommodate other utilities within the road cross-section in the future), The necessity to have the power in the cables switched off where the road authorities considers it necessary in order to carry out its function to construct and maintain the public road.	All items considered during the design process.	**Chapter 2: Development Description** **Chapter 3: Alternatives Considered** **Chapter 17: Traffic and Transport**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	The Department considers it important that the examination of the proposal should include considerations of the following: Examination of all route options including routing of cables off the public road, in so far as possible in order to reduce the adverse impact on public roads, The routing of cables away from bridge structures. This would allow for the further maintenance of bridges without interruption of the electricity supply along the cables. Examination of options for connecting to the national grid network at a point closer to the wind farm in order to reduce the adverse impact on public roads, Details of where within road cross section cables are to be placed so as to minimise the effects on the Roads Authority in its role of construction and maintenance. Examination of details of any chambers proposed within the public road cross section so as to minimise the effect on the Roads Authority in its role of construction and maintenance. Examination of the elimination or relocation of jointing bays from the road pavement to protect the integrity of the road structure for the safety of those using the public road by eliminating hard spots and preserving road space for other future utilities and, Rationalisation of the number of cables involved (including existing electric or possible future cables) and their diversion into one trench, in order to minimise the impacts on the road network and the environment along the road boundary (hedgerows).		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	In addition: The specific approval of the local authority to the detail design of the final route of cables through the public road space. The developer to comply with all appropriate standards and, inter alia the Guidelines for Managing Openings in Public Roads, 2017 in order to ensure orderly development. The recording of cable locations as exactly as possible (maybe 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 be lodged with the local authority and with the ESB Networks for retention on their records. 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. The Owner and Power Controller should be required to maintain an agreed contacts list with the Roads Authority.		
Environmental Protection Agency	No response received.	N/A	N/A
Fáilte Ireland	No response received.	N/A	N/A
Health Service Executive (West) (Environmental Health Service)	Response received 29/03/2023 ***Main observations made are as follows:*** **General Introduction** **The following documents should be taken into consideration when preparing the Environmental Impact Assessment Report:**	All items considered during the design process.	**Chapter 2: Development Description**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Guidelines on the information to be contained in EIS (2002), Advice Notes on Current Practice in the preparation of EIS Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment Generally, the Environmental Impact Assessment should examine all likely significant impacts and provide the following information for each: a) Description of the receiving environment b) The nature and scale of the impact c) An assessment of significance of the impact d) Proposed mitigation measures e) Residual impacts Directive 2014/52/EU has an enhanced requirement to assess likely significant impacts on Population and Human Health. It is the experience of the Environmental Health Service (EHS) 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 www.publichealth.ie. In addition to any likely significant negative impacts from the proposed developments, any positive likely significant impacts should be assessed. The applicant should also consider the findings if 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)		**Chapter 3: Alternatives Considered** **Chapter 5: Population and Human Health** **Chapter 6: Biodiversity** **Chapter 8: Soils and Geology** **Chapter 9: Hydrology and hydrogeology** **Chapter 10: Air and Climate** **Chapter 11: Noise** **Chapter 12: Landscape and Visual** **Chapter 13: Matterial Assets and Other Issues** **Chapter 14: Cultural Heritage** **Chapter 15: Shadow Flickr and EMI**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	The HSE will consider **the final EIAR accompanying the planning application** and will make comments to the planning authority on the methodology used for assessing the likely significant impacts and the evaluation criteria used in assessing the significance of the impact. This report only comments on the Environmental Impacts of the proposed development. It is based on an assessment of the correspondence submitted to this office dated 6th January 2023. <u>Public Consultation</u> The applicant should consider the appointment of a community liaison officer. Early and meaningful public consultation with the local community should be carried out to ensure all potentially significant impacts have been adequately addressed. All parties affected by the proposed development, including those who may benefit financially from the project, must be fully informed of what the proposal entails especially with regard to potential impacts on surrounding areas. Sensitive receptors and other stake-holders should be identified to ensure all necessary and appropriate mitigation measures are put in place to avoid any complaints about the proposed windfarm development in the future. With the lifting of restrictions around public gatherings as a result of Covid 19 prevention measures there should be no barrier to holding public consultation events albeit within current government guidance at the time. Meaningful public consultation, where the local community is fully informed of the proposed development must be undertaken. Members of the public should be given sufficient opportunities to express their views on the proposed development.		**Chapter 16: Major Accidents and Natural Disasters** **Chapter 17: Traffic and Transport** **Chapter 18: Interactions and Forgoing**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	The Environmental Impact Assessment Report (EIAR) should clearly demonstrate the link between public consultations and how those consultations have influenced the decision-making process in the EIA. To assist with the consultations and planning process it is recommended that the applicant develops a dedicated website for the proposed development. All correspondence maps, project updates and documentation including the EIAR should be uploaded to the website. The EIAR should state the period of planning permission sought, the length of time construction is estimated to take, and if it is anticipated that the renewable energy development will be decommissioned and remove or will continue to operate (following any further planning consent) at the end of this period of planning permission (should permissions be granted) <u>Decommissioning Phase</u> The EIAR should detail what the eventual fate of the turbines and associated material will be, i.e. will the material be recycled or how it will be disposed of. Information should also be provided regarding the proposed methodology to be used for the disposal of the materials forming the foundations of the wind turbines. The EIAR should indicate the proposed future use of the wind farm site at the end of the planning permission period. <u>Siting, Location and details of Turbines</u> The EIAR should include a map and a description of the proposed location of each of the proposed wind turbines. The Environmental Health Service expects that details (height and model) of the turbines to be installed will be available at the time planning permission is sought and will be included in the EIAR.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Details of turbine foundation structures, including depth, quantity and material to be used should be included in the EIAR. <u>Assessment of Consideration of Alternatives</u> The EIAR should consider an assessment of alternatives. The EHS recommends that alternative renewable energy options to onshore wind farms should be assessed as part of the EIAR. <u>Noise & Vibration</u> The potential impacts for noise and vibration from the proposed development on all noise sensitive locations must be clearly identified in the EIAR. The EIAR must also consider the appropriateness and effectiveness of all proposed mitigation measures to minimise noise and vibration. A baseline noise monitoring survey should be undertaken to establish the existing background noise levels. Noise from any existing turbines in the area should not be included as part of the background levels. In addition, an assessment of the predicted noise impacts during the construction phase and the operational phase of the proposed wind farm development must be undertaken which details the change in the noise environment resulting from the proposed wind farm development. The Draft Revised Wind Energy Development Guidelines were published in December 2019. Whilst these have yet to be adopted, any proposed wind farm development should have consideration of the draft Guidelines.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Shadow Flicker It is recommended that a shadow flicker assessment is undertaken to identify any dwellings and sensitive receptors which may be impacted by shadow flicker. The assessment must include all proposed mitigation measures. Dwellings should include all occupied properties and any existing or proposed properties for which planning consent has been granted for construction or refurbishment. It is recommended that turbine selection will be based on the most advanced available technology that permits shut down during times when residents are exposed to shadow flicker. As a result, no dwelling should be exposed to shadow flicker. Air Quality A Construction Environmental Management Plan (CEMP) should be included in the EIAR which details dust control and mitigation measures. Measures should include: - Sweeping of hard road surfaces - Provision of a water bowser on site, regular spraying of haul roads - Wheel washing facilities at site exit - Restrict speed on site - Provide covers to all delivery trucks to minimise dust generation - Inspect and clean public roads in the vicinity if necessary - Material stockpiling provided with adequate protection from the wind - Dust monitoring at the site boundary - Truck inspection and maintenance plan		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	- Details of a road maintenance agreement between the wind farm operator and the Local Roads Authority to clarify responsibility for the upkeep and repair of access roads during the construction phase of the project. <u>Surface and Ground Water Quality</u> The proposed development has the potential to have a significant impact on the quality if both the surface and ground water. All drinking water sources, both surface and ground water, that may be affected by this proposed development, must be identified. Public and Group Water Scheme sources and supplied should be identified in addition to any private wells supplying potable water houses in the vicinity of the proposed development. Measures to ensure that all sources and supplies are protected should be described. The Environmental Health Service recommends that a walk over survey of the site is undertaken in addition to a desktop analysis of Geological Survey of Ireland data in order to identify the location of private wells used for drinking water purposes. Any potential significant impacts to drinking water sources should be assessed. Details of bedrock, overburden, vulnerability, groundwater flows, aquifers and catchment areas should be considered when assessing potential impacts and any proposed mitigation measures. Any impacts on surface water as a result of construction of the underground cables should be identified and addressed in the EIAR.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	<u>Geotechnical and Peat Stability Assessment</u> A detailed assessment of the current ground stability of the site for the proposed wind farm extension and all proposed mitigation measures should be detailed in the EIAR. The assessment should include the impact construction work may have on the future stability of ground conditions, taking into consideration extreme weather events, site drainage and the potential for soil erosion. Information should be provided on the make and model of the turbines and on construction details for the turbine foundations, including depth and volume of concrete required. An accurate assessment pf the potential impacts of the foundations on water quality and peat stability cannot be undertaken without this information. The Environmental Health Service recommends that a detailed Peat Stability Assessment should be undertaken to assess the suitability of the soil for the proposed development. The EIAR should include provision for a peat stability monitoring programme to identify early signs of potential bog slides ('pre-failure indicators' see the Scottish Government's 'Peat Landslide Hazard and Risk Assessments: Best Practice Guide for Proposed Electricity Developments 2017). <u>Ancillary Equipment</u> The EIAR should include details of the location of all site office, construction compound, fuel storage depot, sanitary accommodation and canteen, First Aid facilities, disposal of wastewater and the provision of a potable water supply to the site canteen.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	<u>Cumulative Impacts</u> All existing or proposed wind farm developments in the vicinity should be clearly identified in the EIAR. The impact on sensitive receptors of the proposed development combined with any other wind farm developments in the vicinity should be considered. The EIAR should include a detailed assessment of any likely significant cumulative impacts of the proposed renewable energy development.		
Health Service Executive (Department of Public Health)	Response received 06/03/2023 ***Main observations made are as follows:*** <u>Visual Impacts</u> The Department of Public Health notes the proposed wind turbine sites are in area with a low population density. Nonetheless, their visual impact could potentially act as a source of annoyance with associated negative health effects for some people, in the area, particularly those living within close proximity to the sites. When scoping the likelihood and significance of such effects on health the setback distance of the turbines from all inhabited dwellings should be considered carefully. Shadow flicker is also a potential source of annoyance for people livings in close proximity to wind turbines. The likelihood and significance of this for health in the context of the proposed wind turbine sites should be scoped carefully. <u>Noise</u> There is potential for noise pollution during the operational phases of this development. Low frequency noise from wind turbines has the potential to cause sleep distribution and annoyance among the population living in close proximity		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	to them. When scoping the likelihood and significance of such effects on human health the setback distance of the turbines from all inhabited dwellings should be carefully considered. <u>Healthy lifestyles</u> Physical activity is associated with many physical and mental health benefits. The Department of Public Health notes that the proposed underground cable route runs in part near the Western Way walking trail. The availability and accessibility of high-quality amenities such as this is important to enable physical activity among the population. The potential impacts of the proposed development on this amenity (during both construction and operational phases), including its quality, availability and accessibility, should be scoped. <u>Social/culture</u> The area surrounding the proposed development contains numerous sites which may be spaces for voluntary, social, cultural or spiritual participation for the local population health. The potential impact of the proposed development on these sites and subsequent impacts on community identity should be considered. <u>Community Consultation</u> Given the potential for impacts on the visual landscape, environmental noise, recreational amenities and social/culture sites, consultation with the local communities would be important in the view of the Department of Public Health. As part of the scoping process, consultation with the local population should be conducted.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Wider socioeconomic The EIA should consider the potential wider socioeconomic benefits of wind energy in reducing fuel poverty and combating climate change. Health Inequalities When compared with the rest of Ireland, northwest Mayo has a higher proportion of older people, a higher proportion of people with disabilities and greater levels of deprivation. The potential for the proposed development to widen or narrow health inequalities among the local population should be considered during the EIA.		
Uisce Eireann (Irish Water)	No response received.	N/A	N/A
Department of Environment, Climate and Communications	No response received.	N/A	N/A
Transport Infrastructure Ireland	Response received 15/03/2023 Transport Infrastructure Ireland (TII) will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.TII.ie. The issuing of this correspondence is provided as best practice guidance only	All items considered during the design process. No implications for the EIA/Design	**Chapter 17: Traffic and Transport**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred. National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the National Development Plan, 2021 – 2030, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. This requirement is further reflected in the publication of the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities. With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network. The developer/scheme promoter should have regard, inter alia, to the following: Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes. 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 proposed development, including the potential haul route.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	The developer should assess visual impacts from existing national roads. The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts. The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works). The developer, in preparing EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006). The EIAR/EIS should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) 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 Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004). 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		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	with national roads. 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 the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA. 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. The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required. 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. TII recommends that that applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal 'weight' loads are proposed, 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 applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required. The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. The applicant/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. 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. It is noted that the grid connection proposals outlined in the EIAR Scoping Report do not impact the strategic national road network. However, in the event of any alteration, please note, any grid connection and cable routing 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.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	In the context of the existing national road network, 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 National Development Plan, the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities. There is around 99,000km of roads in Ireland, the national road network which caters for strategic inter-urban travel consists of only approx. 5.4% of this. There is a critical requirement to ensure the strategic capacity and safety of this national road network is maintained and significant Government investment already made in the national road network is safeguarded. The provision of cabling along the national road network represents a number of significant implications for TII and road authorities in the management and maintenance of the strategic national road network and TII is of the opinion that grid connection cable routing should reflect the foregoing provisions of official policy and therefore, avoid grid connection routing proposals along national roads. Other consents or licences may be required from the road authority for any trenching or cabling proposals crossing the national road. TII requests referral of all proposals agreed and licensed between the road authority and the applicant which affect the national road network.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network. Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, therefore site and development specific issues should be addressed in accordance with best practice.		
OPW	Response received 08/03/2023 **Comments Made** The Office of Public Works (OPW) Moy Drainage have no maintainable channels in the area of the proposed Tirawley Windfarm development located 2.5km east of Ballycastle and 4.7km northeast of Killala, Co. Mayo. The potential cable route of the ESB transmission line is located north of OPW Moy Drainage scheme channels. If the potential route significantly changes and interferes with OPW drainage channels in this area, this office would request to be consulted on locations and measures to protect the proposed ESB transmission line. There is an existing Drainage District in the area identified as lough Dalla Drainage District, this office would recommend that contact be made with Mayo	All items considered during the design process.	**Chapter 9: Hydrology and Hydrogeology** **Appendix 2.1: CEMP Management Plan 3 -Surface Water Management Plan**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	County Council as they are the statutory authority with responsibility for maintenance of Drainage Districts, information can be found at https://www.flood-info.ie/map/drainage_map/ This office has no records of flooding or past flood events within the above townlands. The consultant can carry out a review of historical flood risk using flood-info.ie using link provided https://www.floodinfo.ie/map/floodmaps/ Under Section 50 of the 1945 Arterial Drainage Act & SI No.122 of 2010, 2010 no person, including a body corporate, shall construct any new bridge or alter, reconstruct, or restore any existing bridge over any watercourse without the consent of the Commissioners or otherwise than in accordance with plans previously approved by the Commissioners. Where the development intends to install a culvert or bridge over a watercourse as part of the development Section 50 approval will be required in advance from the Commissioners of Public Works.		
SEAI	Acknowledgement of receipt of scoping letter received 02/03/2023. No further response received 28/09/23	N/A	N/A
The Heritage Council	No response received.	N/A	N/A
The Arts Council	No response received.	N/A	N/A
Wind Energy Ireland (WEI)	No response received.	N/A	N/A
Udarás na gaeltachta	No response received.	N/A	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Irish Farmers Association (IFA)	No response received.	N/A	N/A
Department of Housing, Local Government and Heritage	No response received.	N/A	N/A
Rescoping 2025/2026			
Mayo County Council	Pre-Planning Meting 9th March 2026 <u>In Attendance:</u> B. Munnelly SEP MCC **BM** N. Gannon ASCFO MCC **NG** I. Douglas Constant Energy **ID** <u>Introduction</u> **ID** outlined that the purpose of the meeting was to brief MCC on the proposed windfarm, an SID application to ABP, and that ABP had requested Constant Energy to elicit the views of MCC on the proposal. The proposed development consists of the construction of the following: • 16 no. wind turbines, Vestas 117 (4.3mw) • a permanent 110kV substation, • battery energy storage system (BESS) • 2 no. temporary construction compounds and a Permanent Operations Building. • meteorological mast.	All items considered during the design and assessment process.	**Chapter 2: Development Description, Chapter 3: Alternatives, Chapter 4: Planning and Policy, Chapter 5: Population and Human Health, Chapter 12: Landscape and Visual Amenity, Chapter 13: Material Assets and Other Issues, Chapter 14: Cultural Heritage, Chapter 16: Major**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	• 110kv underground cable and grid connection. • One permanent on-site 110kV Gas Insulated Substation. • 1 no. on-site site office. • 1 no. Spoil Deposition Area / Habitat Enhancement Area MCC had been MCC had been provided with a powerpoint presentation on the proposal. <u>Matters Discussed</u> **BESS** NG explained that Fire Safety concerns with BESS is a developing field and that while there are no national guidelines MCC Fire Services had some experience with BESS developments. Any buildings in a BESS require a fire safety certificate. 2 no. access points are required. Minimum 6m spacing between units is required. Some operational guidelines are available for US, NI & UK. US require 500m exclusion zone. Current thinking is to let them burn out in the event of thermal runaway. Risk of toxins consult EPA & HSA.		**Accidents and Natural Disasters, Chapter 17: Traffic and Transport**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Mayo County Development Plan 2022- 2028 **ID** indicated that he had read the council's submission of 30/10/2025 to ACP on the previous proposal for 16 no. turbines on this site and as the current proposal was identical the council's comments were unlikely to change. **BM** indicated that the review of the council's Renewable Energy Strategy would likely be published before ACP made a decision on any application and that lands once considered acceptable for wind energy, as identified in the Renewable Energy Strategy 2011-2022, may now not be suitable for such development owing to the significant heights of modern turbines and scale of development being proposed. It was agreed that generally the comments in the report are applicable to this discussion. **Visual Impact** In principle, only the turbines located within Tier 1 Preferred lands are considered acceptable in principle i.e. turbines AT02 AT04 incl. The principal consideration on the acceptability of those turbines in Tier 2 lands ie - Open for Consideration, turbines AT06, AT 09-AT 11 incl. and AT 13-AT16 incl. will depend on their visual impact on sensitive or vulnerable landscapes, listed highly scenic routes, scenic routes, scenic viewing points and scenic routes (as defined in the Landscape Appraisal for Co. Mayo).		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	It was noted that there are now 5 turbines AT01, AT05-AT07 incl. and AT12 located outside either Tier 1or Tier 2 lands, as opposed to 3 in the previous iteration of the scheme. The site layout is in the form of dispersed turbines throughout the landscape and does not conform to the layouts identified in the Draft Revised Wind Energy Development Guidelines of 2019. In the context of the visual sensitivity of the area and the coastal landscapes MCC does not consider the proposal suitable at this location. **Wild Atlantic Way** The location of the proposed site is highly visible from several designated Discovery Points along the Wild Atlantic Way touring route. The large scale and highly visible nature of the proposed development has the potential to negatively impact the unique coastal landscape and sensitive natural environment in this area. **Archaeology** Correct mapping is the legally printed RMP maps. Historic Environment Viewer (HEV) used but not accurate transcription of RMP. Need to show wind farm site, the grid connection route (GCR) and the Turbine Delivery Route (TDR) superimposed on the relevant RMP maps.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Roads The scale of proposed development impacting on the locality, including a wider issue relating to exceptional abnormal loads and effect on wider infrastructure and activities along delivery routes is significant. Management of the scale and issues arising is considered difficult and warrants high level consideration as a whole. **Tourism** The exceptional scenic, archaeological, and cultural significance of Ballycastle, the Céide Coast, and Downpatrick Head renders the area unsuitable for industrial scale windfarms. **Conclusion** The view of Mayo County Council toward this proposed development is expressed fully in its submission to ACP Ref.: PAX16. 323778 and the applicant is advised to address the issues raised in that report Mayo County Council is not in favour of the proposed development at this location.		
Sligo County Council	Received 12/01/26 Sligo County Council would welcome the opportunity to provide further input for the above project, particularly in relation to, • Landscape and Visual – provide a visual impact assessment of the proposed development when viewed from R297 a designated scenic route and the Sligo coastline of Killala Bay which is designated as visually vulnerable as per the County Development Plan.	All items considered during the design process.	Addressed through EIAR namely: **Chapter 12: Landscape and Visual** **Natura Impact Statement (NIS)**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	• Biodiversity – assessment of any potential impacts on Killala Bay/Moy Estuary SAC Killala Bay/Moy Estuary SPA. • Transport – clarify turbine delivery route.	Representative views VP20 and VP29. VP20 located directly on the regional road scenic route and VP29 at Kilala, which is representative of views afforded from the regional road R297. NIS completed. TDR Report Complete.	**Appendix 17.1: Tirawley Turbine Delivery Report**
Aviation			
Air Navigation Ireland (ANI)	No response received.	N/A	N/A
Ireland West Airport	Acknowledgement of receipt of scoping letter received 12/12/2025. No further response received 17/04/2026.	N/A	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Sligo Airport	No response received.	N/A	N/A
Irish Aviation Authority (IAA)	Received 17/12/2025 Given that the proposed wind farm is located at greater than 40kms distance from both Ireland West and Sligo Airports and based on the information provided, we can provide you with the preliminary opinion, that in the event of this proposed Wind Farm proceeding to planning, the Authority would likely offer the following general observations: "In the event of planning consent being granted, the applicant should be conditioned to contact the Irish Aviation Authority to: (1) agree an aeronautical obstacle warning light scheme for the wind turbine development, (2) provide as-constructed coordinates in WGS84 format together with ground and tip height elevations at each wind turbine location and (3) notify the Authority of intention to commence crane operations with at least 30 days prior notification of their erection." Following the separation of the Irish Aviation Authority and Air Navigation Ireland (the IAA ANSP) from the 30th April 2023 <https://www.iaa.ie/media/2023/04/26/car-merges-with-irish-aviation-authority> , our colleagues with responsibility for the maintenance and protection of en route navigation and surveillance aids have transferred into the new entity, Air Navigation Ireland. As a result, please contact them directly, in relation to any requirements they may have a pre-scoping exercise perspective: For Air Navigation Ireland, i.e.	No implications for the EIA/Design.	**Aviation** is discussed in **Chapter 14: Material and Assets and Other Issues, Section 14.8 Air Navigation**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	Dublin Airport Air Traffic Control and Air Navigation Service Provision - planning@airnav.ie <mailto:planning@airnav.ie>		
Ecology			
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
Development Applications Unit (DAU), Department of Housing, Local Government and Heritage	Acknowledgement of receipt of scoping letter received 17/12/2025. No further response received 17/04/2026.	N/A	N/A
Irish Wildlife Trust	No response received.	N/A	N/A
Soils and Water			
Geographical Survey of Ireland (GSI)	Received 21/01/2026 Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability. With reference to your email received on the 12 December 2026, concerning the proposed Tirawley Wind Farm, Co Mayo - Scoping Request, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our	No implications for the EIA/Design	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution). For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic. Other Comments Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland'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 mailto:GeologicalMappingInfo@gsi.ie. If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.		
Inland Fisheries Ireland (IFI)	No response received.	N/A	N/A
Uisce Éireann	No response received.	N/A	N/A
Office of Public Works	Received 19/12/2025 Please see comments from regional engineer below from previous correspondence issued in 2023. The Office of Public Works, Moy Drainage have no maintainable channels in the area of the proposed Tirawley Wind Farm development located approximately	All items considered during the design process.	**Chapter 9: Hydrology and Hydrogeology Appendix 2.1: CEMP Management Plan 3 -Surface Water Management Plan**

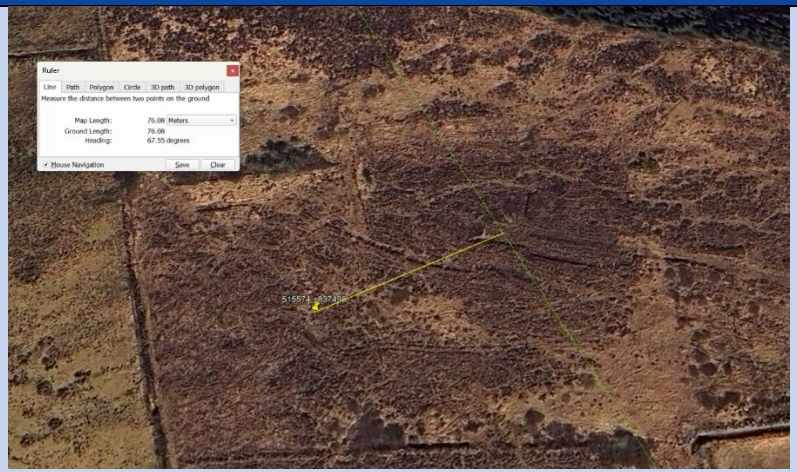
Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	2.5km east of Ballycastle and 4.7km northeast of Killala, Co. Mayo. The potential cable route of the esb transmission line is located north of OPW Moy drainage scheme channels. If the potential route significantly changes and interferes with OPW drainage channels in this area, this office would request to be consulted on locations and measures to protect the proposed esb transmission line. There is an existing drainage district in the area identified as Lough Dalla Drainage District, This office would recommend that contact be made with Mayo County Council as they are the statutory authority with responsibility for maintenance of drainage districts, information available at https://www.floodinfo.ie/map/drainage_map/ This office has no records of flooding or past flood events within the above townlands. The consultant can carry out a review of historical flood risk using floodinfo.ie using link provided https://www.floodinfo.ie/map/floodmaps/ Under Section 50 of the 1945 Arterial Drainage Act & SI No.122 of 2010, no person, including a body corporate, shall construct any new bridge or alter, reconstruct, or restore any existing bridge over any watercourse without the consent of the Commissioners or otherwise than in accordance with plans previously approved of by the Commissioners. Where the development intends to install a culvert or bridge over a watercourse as part of the development Section 50 approval will be required in advance from the Commissioners of Public Works. This office would recommend that no flooding should occur during or after construction of the proposed wind farm.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Irish Peatland Conservation Council (IPCC)	No response received.	N/A	N/A
Telecommunications			
3 Mosaic	No response received.	N/A	N/A
Broadcasting Authority of Ireland (BAI)	Received 15/12/25 Coimisiún na Meán does not perform an in-depth analysis of the effect of wind turbines or electrical sub stations on FM networks. However, we are not aware of any issues from existing windfarms or electrical sub stations into existing FM networks. Also, the proposed sub station is not located close to any existing or planned FM transmission sites.	N/A	N/A
Commission for Communications Regulation (ComReg)	No response received.	N/A	N/A
Eircom Limited	No response received.	N/A	N/A
Enet	No response received.	N/A	N/A
ESB	Acknowledgement of receipt of scoping letter received 12/12/2025. No further response received 17/04/2026.	N/A	N/A
RTÉ (2rn)	No response received.	N/A	N/A
Ocean FM	No response received.	N/A	N/A
Raidió Teilifís Éireann (RTÉ)	No response received.	N/A	N/A

<table>
<tr><th>Consultee Organisation</th><th>Response Received</th><th>Implications for the EIA/Design</th><th>EIAR Chapter/Section where comments have been addressed</th></tr>
<tr><td>Raidió Teilifís Éireann (RTÉ) Sligo</td><td>Acknowledgement of receipt of scoping letter received 12/12/2025. No further response received 17/04/2026.</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Shannonside</td><td>No response received.</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Tetra Ireland</td><td>Received 18/12/25

We anticipate no impact from the development as proposed. Please ensure that it is also reviewed by eir.</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Three Ireland (Hutchison) Limited</td><td>Received 08/01/2026

We have one important link (Carrying Irish Coast Guard traffic) passing close to one of the Turbines but just outside the blade radius so should be fine.
Details for this link below in case you still want to map it for your record.
<table>
<tr><th rowspan="2">Link Name / ID</th><th rowspan="2">Band MHz\GHz</th><th rowspan="2">Link Length</th><th colspan="5">Site A</th><th colspan="5">Site B</th></tr>
<tr><th>Lat</th><th>Long</th><th>Easting</th><th>Northing</th><th>Ant Height</th><th>Lat</th><th>Long</th><th>Easting</th><th>Northing</th><th>Ant Height</th></tr>
<tr><td>21458</td><td>18</td><td>21.767km</td><td>54.1094</td><td>-9.16536</td><td>123833</td><td>318434</td><td>48m</td><td>54.2878</td><td>-9.30174</td><td>115280</td><td>338452</td><td>24m</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
</table></td><td>Turbine AT13 cannot be microsited any further to the east to avoid interference with signal.</td><td>Telecommunications discussed in Section 14.6 of Chapter 13 Material Assets & Other Issues</td></tr>
</table>

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	 		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Virgin Media Television	No response received.	N/A	N/A
Vodafone	No response received.	N/A	N/A
EirGrid	Received 24/03/2026 Thanks for the email. As you may be aware EirGrid has agreed an Engagement Protocol for UGC cables in public roads. While the Protocol is intended for EirGrid projects only, the Roads Sector and Mayo CC may or may not refer to it in their consultation with you. A link is provided below for information only. We do not yet know how the recent Accelerated Infrastructure report (Action 21) will be implemented so the Engagement Protocol will remain in place for now. https://cms.eirgrid.ie/sites/default/files/publications/Electricity-Transmission-Infrastructure-Development-Roads-Sector-Engagement-Framework.pdf Attached to this email is a guidance document issued by the RMO to County Councils. It was issued to EirGrid for information and has had no input from us nor ESB.	No implications for the EIA/Design	N/A
Other			
Health & Safety Authority (HSA)	Received 13/12/2025 I wish to acknowledge receipt of your correspondence dated 26/11/2025, regarding the above. 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	No implications for the EIA/Design	Major Accidents are discussed in **Chapter 16: Major Accidents and Natural Disaster**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	regulation 24(2) in relation to: (a) the siting and development of new establishments; (b) modifications to establishments of the type described in Regulation 12(1); (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. Your correspondence appears to be outside the scope of the above and we have no comments to forward.		
Department of Climate, Energy and the Environment	**Date:** Fri, 12 Dec 2025 Thank you for contacting the Department of Climate, Energy and the Environment, we acknowledge receipt of your correspondence, which has been referred to officials for advice. If the issue raised is under the remit of this Department, you should receive this response within 20 working days as stated in our Customer Service Charter. If you do not receive a response within this time, or if you have any further queries, please do not hesitate to contact us. If the issue raised is more appropriate to another Government Department, this office will arrange to transfer your correspondence to that Department for their attention and direct reply to you.	N/A	N/A
Department of Agriculture, Food & Marine	Acknowledgement of receipt of scoping letter received 12/12/2025. No further response received 17/04/2026.	N/A	N/A
Department of Defence (DoD)	Received 07/01/2026 I refer to your below e-mail, dated 15th December 2025, in relation to a Proposed Windfarm development at Tirawley, Co. Mayo.	No implications for the EIA/Design	N/A

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	I wish to advise at the outset that any determination in relation to a planning consent is solely a matter for the planning authorities and/or ACP, as appropriate. Therefore, the following observations are made on a non-prejudicial basis and are not intended to be used to rely on for a prospective planning application, nor are these observations to be relied on in the event of any commercial transaction pertaining to such lands and they are not to be relied on in the event of any contract exchange pertaining to same. As a matter of practice, the Department of Defence does not provide observations or advice in the scoping process, except where the relevant parties have been directed by a planning authority to seek the Department's views. Having consulted with the Military authorities, the Department of Defence wishes to make the following observations: • 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. Nothing in the above observations shall be taken as a binding response by the Minister for Defence in the event that a planning application is made. The Minister reserves the right to comment on an actual planning application as and when it is submitted in accordance with the provisions of the planning regulatory code. Any IAC requirements for are separate to Irish Aviation Authority (IAA) requirements.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	We would appreciate if you could keep us informed on any progress relating to this proposed development. We are available to discuss the proposed development further if required.		
Department of Transport (DoT)	Received 13/01/2026 Thank you for contacting Department of Transport in relation to the proposed Tirawley Wind Farm project Please be advised that the Department has no comment to make at this point in time. It would be appreciated if you could keep us updated of any future developments in relation to this project.	No implications for the EIA/Design	N/A
Department of Culture, Communications and Sport	No response received.	N/A	N/A
Environmental Protection Agency (EPA)	No response received.	N/A	N/A
Fáilte Ireland	Received 18/12/25 In response to the scoping request we would like to bring to your attention the following;	Project design incorporates safe turbine setbacks from the Western	**Chapter 5:** Population and Human Health;

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	North Mayo is a destination that truly embodies the 'wildness' of the Wild Atlantic Way. Here, the visitor will find the world's oldest known agricultural field system with its stone walled boundaries that lay buried underneath the wild boglands for centuries at the award winning Céide Fields Neolithic Site and Visitor Centre. The ecclesiastical heritage of the Early and Middle Ages encompassing the Monasteries of the Moy; the maritime heritage and the pivotal role of Blacksod Lighthouse in the history of World War 2; the traditions of the Gaeltacht also are key elements of the cultural heritage offering. Key tourism assets in the vicinity of the proposed development include; • Céide Fields • Downpatrick head Signature Discovery Point • Western Way Walking Trail The county has the most extensive network of recreational trails and greenways for walking, hiking and cycling in Ireland. In North Mayo, it is the trails network that offers the key potential to building a strong positioning for wild adventure. The development of the Céide Coast experience will raise the profile of North Mayo considerably in international and national markets. This initiative has been granted Part 8 planning approval and initial funding to begin the development of the trails. It will provide a new opportunity to access a series of key geological sites, including the Glenurla Valley Waterfall, the Polladarky Blow Hole, the Léam Giant Stepping Stones, the Doonfeeney Sea Arch, and Ballynacashlan Castle ruins.	Way and maintains significant separation distances from core heritage hubs (Céide Fields and Downpatrick Head). Mitigation includes the provision of temporary trail diversions during construction and the permanent upgrading of track surfaces and drainage to enhance long-term recreational amenity. The	**Chapter 12:** Land-scape and Visual Amenity;

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	This project focuses on creating a 15 km world class coastal trail that links two key attractors – at one end, the award-winning Céide Fields Neolithic site and Visitor Centre, and at the other end, Downpatrick Head, a Signature Discovery Point on the Wild Atlantic Way. The strategic location of Ballycastle as a service centre and the significance of this project in drawing new attention to the northern stretch of the county's coastline will play an important role in supporting the strategic objectives of the Wild Atlantic Way Regional Tourism Development Strategy. Furthermore, it is also a priority to continue to progress the strategic development of Western Way within North Mayo. http://thewesternway.ie/ <http://thewesternway.ie/> We have provided with a link to Fáilte Ireland's 2024 – Mayo Key Tourism Stats https://www.failteireland.ie/FailteIreland/media/WebsiteStructure/Documents/Research/Key%20Tourism%20Facts%20and%20Figures%202024/FI_Key-Tourism-Facts-2024_Mayo.pdf?ext=.pdf Also attached a copy of Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which you may find informative for the preparation of the Environmental Impact Assessment for the proposed project. The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.	assessment baseline was updated to include the 'Céide Coast experience' initiative and 2024 Mayo Tourism statistics.	

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
Health Service Executive (HSE)	No response received.	N/A	N/A
Irish Farmers' Association (IFA)	No response received.	N/A	N/A
Sustainable Energy Authority of Ireland (SEAI)	Acknowledgement of receipt of scoping letter received 12/12/2025. No further response received 17/04/2026.	N/A	N/A
The Heritage Council	No response received.	N/A	N/A
The Arts Council	No response received.	N/A	N/A
Traffic Infrastructure Ireland (TII)	Received 06/01/2026 Thank you for your correspondence of 12 December 2025 regarding the above. Transport Infrastructure Ireland's (TII) position in relation to your enquiry is as follows. TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.TII.ie <http://www.TII.ie>. The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests	All items considered during the design process. No implications for the EIA/Design	**Chapter 17: Traffic and Transport**

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	for further information, objections or appeals following the examination of any valid planning application referred. National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the National Development Plan, 2021 – 2030, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. This requirement is further reflected in the publication of the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'. With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network. The developer/scheme promoter should have regard, inter alia, to the following; • Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes in the area. • 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 proposed development, including the potential haul route. • The developer should assess visual impacts from existing national roads.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	• The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Coimisiún Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts. • The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works). • 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). • 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). • 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 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.		

Consultee Organisation	Response Received	Implications for the EIA/Design	EIAR Chapter/Section where comments have been addressed
	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 the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA. 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. • The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required. • 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. • TII recommends that that applicant/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, 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 applicant/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.		

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	In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required are identified. The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. The applicant/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. Where temporary works within any MMaRC Contract Boundary are required to facilitate the transport of turbine or substation components to site, the applicant/developer shall contact thirdpartyworks@tii.ie <mailto:thirdpartyworks@tii.ie> in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place. 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 (eg. 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. Any Road Safety Audit requirements should be addressed.		

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	• 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., Consultation should be undertaken with Mayo County Council to ascertain any relevant national road schemes in the area. 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 National Development Plan, the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'. There is around 99,000km of roads in Ireland, the national road network which caters for strategic inter-urban travel consists of only approx. 5.4% of this. There is a critical requirement to ensure the strategic capacity and safety of this national road network is maintained and significant Government investment already made in the national road network is safeguarded. The provision of cabling along the national road network represents a number of significant implications for TII and road authorities in the management and		

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	maintenance of the strategic national road network and TII is of the opinion that grid connection cable routing should reflect the foregoing provisions of official policy. Section 12.4.1.1 'Accelerate Renewable Electricity Generation' of the Climate Action Plan 2024 (CAP24) outlines the objective of reaching 80% of electricity demand from renewable sources by 2030 through a range of measures, including: 'All relevant public bodies will carry out their functions in a manner which supports the achievement of the renewable electricity targets, including, but not limited to, the use of road and rail infrastructure to provide a route for grid infrastructure where this is the optimal solution' (Climate Action Plan 2024, p.163). Consistent with CAP24, for all renewable energy developments requiring grid connection to the national grid, TII recommends that a full assessment of all route alternatives for grid connection takes place, including alternatives to public road, where appropriate. In TII's experience, grid connection accommodated on national roads has the potential, inter alia, to result in technical road safety issues such as differential settlement due to backfilling trenches and can impact on ability and cost of general maintenance, upgrades and safety works to existing national roads. 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)' which can be accessed at (https://www.gov.ie/en/publication/ece06-electricity-transmission-infrastructure-		

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	development-roads-sector-engagement-framework-interim-guidance/ <https://www.gov.ie/en/publication/ece06-electricity-transmission-infrastructure-development-roads-sector-engagement-framework-interim-guidance/>). Having regard to the foregoing, in TII's opinion, grid connection routing, where it is proposed to utilise the road network must therefore demonstrate that the route proposed represents the 'optimal solution'. In addition, there is a finite road space available to accommodate all utilities in the road network. It is recommended that a co-ordinated approach to grid connection routing in this area is achieved to avoid risk to the effective delivery of renewable energy projects in the area. Other consents or licences may be required from the road authority for any trenching or cabling proposals crossing the national road. TII requests referral of all proposals agreed and licensed between the road authority and the applicant which affect the national road network. Cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network. All crossings in the vicinity of the national road should be by HDD and avoid all national road structures, including bridges, culverts, etc.		

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	Notwithstanding, any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practise. I trust that the above comments are of use in your EIAR preparation.		
Wind Energy Ireland (WEI)	No response received.	N/A	N/A
The Northern & Western Regional Assembly (NWRA)	No response received.	N/A	N/A
Údarás na Gaeltachta	Acknowledgement of receipt of scoping letter received 15/12/2025. No further response received 17/04/2026.	N/A	N/A