

Kieran Kilgannon

Dunowla,
Templeboy,
Co. Sligo
Contact: 087 9784650
Email: kilgannonkieran@gmail.com

Strategic Infrastructure Development Section
An Coimisiún Pleanála
64 Marlborough Street
Dublin 1, D01 V902

Date: 29/09/2026

Re: Case Ref. 324561 (PAX21.324561) – Crumhach Wind Farm, Co. Sligo – SSE Renewables (Ireland) Ltd.

A Chara,

I make this observation under Section 37E of the Planning and Development Act 2000, as amended. The prescribed fee of €50 is paid online. Please send all correspondence to the address above.

I reside on the L6309, approximately 1.5 km from the nearest proposed turbine. I am employed in Ballina and commute along the L6309 on a daily basis. In addition, I am a regular cyclist and cycle approximately 100 km each week on the L6309 and surrounding roads. While I support the development of renewable energy infrastructure in principle, I have significant concerns regarding the potential impact of this project on residential amenity, road safety, access, and quality of life for local residents. I respectfully request that the Commission take the following matters into consideration.

1. Getting to work

- 1.1 Table 15-34 of the EIAR proposes closing the L6309 for 66 days to lay the grid connection cable, even though Section 15.1.9 states that no local roads are expected to be closed. The proposed closure would result in significant disruption to daily commuting and access for residents over an extended period. In addition to potential delays arising from road closures and diversions, residents would also be affected by construction traffic, temporary traffic controls and reduced road capacity throughout the construction phase.

I request that local residents be guaranteed access to their properties at all times during the works and that a minimum of four weeks' written notice be provided in advance of any road closures or significant traffic restrictions.

I further request that an independent pre-construction condition survey of the L6309 be carried out and made available to residents. Any deterioration or damage attributable to construction traffic should be repaired by the developer to the satisfaction of the local authority.

2. The school bus route

- 2.1 The L6309 serves as an established school transport route for pupils attending Dromore West Central National School and Easkey Vocational School. The EIAR does not appear to assess the interaction between construction traffic and school bus movements on this narrow single-lane road. The potential for conflict between heavy goods vehicles and school buses gives rise to avoidable safety risks and traffic delays. I request that construction HGV movements be prohibited during school transport times and that construction traffic management measures be agreed in consultation with Bus Éireann prior to commencement of works.

3. Emergency access

- 3.1 During any road closure, temporary restriction, or periods of intensive construction activity, there is a risk that emergency service vehicles could experience delays in accessing properties along the L6309. The EIAR does not explain how emergency access will be maintained. I ask that the Traffic Management Plan guarantee immediate emergency access to every property on the L6309 at all times, that the emergency services be consulted before any closure, and that residents be given a direct phone number for the site manager so that vehicles can be moved at once in an emergency.
- 3.2 My mother resides approximately 1 km from my home along the local road network and is a wheelchair user. I am her primary local point of contact and may need to reach her quickly in the event of a medical emergency or other circumstance requiring assistance. Any road closures, traffic restrictions or construction-related delays could adversely affect my ability to provide timely assistance. Furthermore, the EIAR does not appear to assess the impact of prolonged road closures or traffic restrictions on vulnerable residents who rely on family members, carers or emergency services. I request that uninterrupted access be maintained throughout the construction period and that the Traffic Management Plan specifically address the needs of vulnerable residents and those requiring care or support.

4. Dust and debris on solar panels and property

- 4.1 My home has 18 solar panels installed. Dust from HGVs, the cable trench and road works on the L6309 will settle on the panels, reducing the electricity they generate and requiring regular cleaning. Dust and debris will also affect windows, cars and the rest of our property. The Decommissioning Plan (Appendix 4-6, Section 3.3) accepts that vehicles on haul routes generate dust, but the proposed measures are largely discretionary, applied "if necessary" or "as deemed necessary" by the site manager. I request that dust monitoring be undertaken at sensitive residential receptors along the L6309 throughout the construction phase, and that the applicant be required to clean,

or pay for the cleaning of, solar panels and other property affected by dust or debris from the works.

5. Noise

- 5.1 During construction, noise from HGVs, the cable trench and road works will be right outside my home. Once the turbines are operating, they will be up to 180m tall, almost twice the height of the existing turbines, and about 1.5km from my home. I am concerned that turbine noise may adversely affect residential amenity, particularly during night-time periods when background noise levels in this rural area are naturally low.
- 5.2 The noise assessment gives me little confidence. Background noise was measured only in summer, and only during grid-outage periods (Chapter 12, Section 12.4.3.2). The assessment adopts a daytime lower limit of 40 dB(A), the least protective end of the 35–40 dB(A) range allowed in the Guidelines for low-noise areas. The final turbine model has not been chosen. The EIAR also accepts that amplitude modulation, the rhythmic "swishing" or "thumping" of turbines, "cannot be predicted" (Section 12.4.1.4). I ask that noise limits be attached to any permission, with a daytime lower limit of 35 dB(A); that independent noise monitoring be carried out at homes after the turbines begin operating, with the results published; and that a specific, enforceable amplitude modulation condition be attached, requiring investigation and mitigation, including shutdown, where it occurs.

6. Abnormal loads and local road conditions

- 6.1 The application acknowledges that significant accommodation works will be required to facilitate the transportation of abnormal loads. Such movements have the potential to cause substantial disruption to local traffic and road users, particularly on narrow rural roads.
- 6.2 In addition to serving local residents, the L6309 is an important access route to community facilities, including the local sporting grounds located on the N59. These facilities are regularly attended by children, families, players, coaches and spectators. Delays, restrictions or traffic management associated with abnormal-load movements could affect safe and convenient access to these facilities, particularly during match days and training sessions.
- 6.3 I request that advance notice of all abnormal-load movements be provided to residents, that such movements be scheduled outside peak commuting, school transport and principal community sporting activity periods, and that appropriate traffic management measures be implemented to protect all road users.

7. Cycling on the L6309

- 7.1 The EIAR records that the L6309 is a single-lane road with passing places (Chapter 15, Section 15.1.11). About 1.6km of the Sligo Way also runs along it (Chapter 15, Section 15.1.14.1). On a road this narrow, a cyclist cannot be safely overtaken by an HGV, and there is nowhere to move aside when one approaches. Cycling about 100km a week on these roads, I will be regularly sharing them with construction HGVs for about two years, as will other local cyclists, walkers and horse riders.
- 7.2 The cable trench and road works along about 6.6km of the L6309 also create hazards specific to cyclists: loose stone, mud and debris carried onto the road, uneven temporary reinstatement, trench edges and steel plates, all of which can bring a cyclist down. The EIAR does not assess the safety of cyclists on the L6309. I request that a cyclist-specific safety assessment be undertaken for the L6309, and that the Traffic Management Plan include measures to protect cyclists and other vulnerable road users throughout the construction period, with HGV speed limits on the L6309; to keep the road surface clean, with regular sweeping; to reinstate trenches promptly to a smooth, even finish; and to erect warning signage for cyclists and walkers at the works.

8. Duration and cumulative nature of the disruption

- 8.1 The application seeks a ten-year planning permission and a 35-year operational life. While the construction phase will obviously be shorter than the operational life, the scale of the proposed works means that the community should not be expected to absorb substantial disruption without adequate safeguards. The applicant also states that cumulative impacts have been assessed within the EIAR, including cumulative traffic impacts. I request that the Commission specifically examine the cumulative effect of construction traffic, road works, abnormal loads, noise and temporary road restrictions on local residents and on access to community facilities, including the sporting grounds served by the L6309.

9. Conclusion

In conclusion, while I support the transition to renewable energy, I remain concerned regarding the potential impact of the proposed development on road safety, access, emergency response, residential amenity and the safe use of the L6309 by residents, school transport services and vulnerable road users. Should the Commission decide to grant permission for the development, I respectfully request that robust and enforceable conditions be attached to any approval to protect local residents, including guarantees regarding access and emergency access, restrictions on construction traffic during school transport periods, cyclist safety measures, dust monitoring and remediation, and independently monitored operational noise limits.

I also request that a dedicated Community Liaison Officer be appointed for the duration of the construction phase to ensure timely communication with residents regarding road closures, traffic restrictions, abnormal-load movements and construction activities.

I trust that the Commission will give full consideration to these matters when assessing the application.

Is mise le meas,

A handwritten signature in cursive script, appearing to read 'Kieran Kilgannon', is written over a horizontal line.

Kieran Kilgannon