

To: An Coimisiún Pleanála

[64 Marlborough Street](#)

[Dublin 1](#)

[D01 V902](#)

Re: Observation/Objection to Proposed Crumhach Wind Farm – Case Reference PAX21.324561

Dear Sir/Madam,

I wish to make a formal observation and objection to the proposed Crumhach Wind Farm development, particularly in relation to the proposed construction and turbine-delivery works through Dromore West village and along the N59, and separately in relation to the proposed T7 and T8 turbines and their proximity to residential properties.

I am a local business owner operating in Dromore West village. My business is an established small independent business that relies heavily on accessibility to the village, customer parking, a functioning road network and the peaceful environment in which I provide treatments to my clients.

I have serious concerns that the proposed development, and particularly the construction and transportation phase, has not adequately considered the real and direct impact on existing businesses and the people who live, work and use Dromore West village on a daily basis.

1. Impact on Dromore West village and local businesses

The proposed turbine-delivery route involves the N59 and passes through Dromore West before continuing towards the wind farm site.

This is not simply an isolated rural road. The N59 through Dromore West is an important part of the village's existing transport network and is used every day by residents, customers, employees, school traffic, local businesses, visitors and commercial vehicles.

My principal concern is that the proposed works will place a significant additional burden on a village that already has limited parking and limited capacity to accommodate disruption.

2. Loss of essential parking

The proposed works will result in the removal or loss of important parking spaces within Dromore West.

For a small independent business such as mine, this is not a minor inconvenience.

Customer parking is an essential part of the ability of my business to operate.

My clients attend for appointments, including treatments that can last considerable periods of time. Many clients need to be able to park close to the business, particularly when attending regular appointments, and the availability of convenient parking directly affects whether clients can attend easily and comfortably.

The loss of parking during construction therefore has the potential to cause a direct commercial impact on my business.

It is also important that this issue is considered cumulatively. I am not the only business that depends on parking in the village. Other local businesses rely on the same limited parking provision for their customers, staff and deliveries.

Removing already limited parking while simultaneously introducing abnormal-load movements, construction traffic, traffic management measures and potential restrictions creates a significant cumulative impact on the village's commercial environment.

I respectfully ask An Coimisiún Pleanála to require a clear assessment of:

- the exact number of parking spaces that will be lost;
- the duration for which they will be unavailable;
- whether the loss will occur intermittently or continuously;
- what replacement parking will be provided;
- how close alternative parking will be to the affected businesses;
- how customers with mobility difficulties will be accommodated;
- how deliveries and access to local businesses will be maintained;
- and what compensation or mitigation is proposed for businesses whose access and customer parking are directly affected.

It is not sufficient, in my view, to regard parking as simply a traffic-management issue. In a small rural village, parking is part of the infrastructure that allows local businesses to function.

3. Impact on the viability of my business

I am particularly concerned about the economic impact of the proposed works on my business.

My business is an established local enterprise and my livelihood depends upon being able to provide appointments in a calm, accessible and professional environment.

Clients book treatments in advance and expect a quiet and relaxing environment. They do not have the option of simply ignoring significant construction activity immediately outside the business.

If parking becomes unavailable, access becomes difficult, traffic delays increase and clients are required to park further away or navigate around construction activity, this could lead to missed appointments, cancellations, clients choosing not to attend and a reduction in repeat business.

Small businesses do not have the financial resilience of large commercial operations. A prolonged period of disruption can have a disproportionate effect on a small independent business.

I therefore ask that the economic and commercial impact on existing Dromore West businesses is properly assessed rather than assuming that any impacts can be addressed through general traffic-management measures.

4. Traffic congestion and disruption through Dromore West

I am extremely concerned about the volume and nature of traffic associated with the proposed development.

The movement of turbine components is fundamentally different from ordinary traffic. Abnormally large loads require escorts and traffic-management measures and can occupy significant road space.

The applicant's Traffic Management Plan acknowledges the challenging nature of transporting large turbine components and proposes Garda escorts and transient traffic-management measures.

While these measures may assist the movement of the vehicles, they do not remove the impact on the village.

Indeed, temporary traffic management can itself create disruption, delays, queues and difficulties for people trying to access local businesses.

Dromore West should not be treated merely as a section of road through which construction traffic passes.

It is a functioning village.

The impact on residents, businesses, customers, pedestrians and local traffic must therefore be assessed in the context of the actual village environment.

I ask An Coimisiún Pleanála to consider whether the Traffic and Transport assessment adequately captures the consequences of temporary traffic restrictions, abnormal loads, construction traffic and associated congestion on the functioning of Dromore West village itself.

5. Noise and disruption to my clients and treatments

Noise is another major concern for my business.

I provide beauty and skincare treatments where a calm and quiet environment is an essential part of the service.

Clients attend my premises specifically for treatments that require relaxation and, in some cases, extended periods of quiet.

Construction traffic, heavy vehicles, reversing alarms, engines, road works, ground works, abnormal-load movements, loading and unloading and other construction activity could significantly interfere with this environment.

Even if individual construction noise levels are technically within a prescribed limit, that does not necessarily mean that the impact on a treatment-based business is insignificant.

A noise level that may be acceptable in a general commercial or industrial environment can be extremely intrusive during a facial, skincare treatment, massage-type treatment or other appointment where clients are expected to relax.

I am therefore asking that the assessment considers not only residential noise receptors but also commercial premises where quiet conditions are an essential part of the service being provided.

The impact should be considered in terms of:

- noise during treatment hours;
- intermittent and sudden noise;
- heavy vehicle movements;
- reversing alarms and warning signals;
- vibration;
- construction activity immediately outside businesses;
- cumulative noise from repeated vehicle movements;
- and the psychological and commercial effect of conducting treatments in an environment subject to prolonged construction activity.

6. Adequacy of proposed traffic-management measures

I acknowledge that the applicant proposes a Traffic Management Plan and that further traffic-management arrangements are to be agreed with the relevant authorities.

However, I am concerned that important details affecting the village and local businesses should not be left to a later stage after planning permission has been granted.

The planning decision should be informed by a sufficiently detailed understanding of the actual impact on Dromore West.

I therefore request that any permission, if considered at all, should only be contemplated where there are enforceable and detailed measures addressing:

- retention or replacement of essential village parking;
- uninterrupted access to local businesses;
- access for customers and people with mobility difficulties;
- delivery access;
- clear advance notification of abnormal-load movements;
- restrictions on construction activity during peak village/business periods;
- appropriate noise controls;
- monitoring of construction noise;
- a mechanism for dealing with complaints from businesses and residents;
- and a named contact with authority to respond immediately to problems arising from construction traffic.

7. Objection to the proposed T7 and T8 turbines

Separately from my concerns regarding the construction works through Dromore West, I wish to object specifically to the proposed T7 and T8 turbines.

A house used by my childminder is approximately 1.3 km from T7 and approximately 1.5 km from T8.

The proximity of turbines of the scale proposed is a significant concern to me.

The proposed turbines have a maximum blade-tip height of approximately 180 metres. This is an extremely large industrial structure in the context of the surrounding rural landscape.

My principal concern regarding T7 and T8 is noise.

I am particularly concerned about the potential for operational turbine noise to affect the residential environment at the house used by my childminder.

I ask that An Coimisiún Pleanála carefully scrutinise the operational noise assessment for T7 and T8, including:

- the exact distance from the relevant dwelling;
- the background noise measurements used;
- the location and suitability of the noise-monitoring points;
- the predicted noise levels at the dwelling;
- daytime and night-time noise levels;
- the assumptions used for wind direction and wind speed;
- cumulative noise from multiple turbines;
- low-frequency and amplitude-modulated noise;
- the proposed turbine model and whether the assessment represents the actual turbine configuration proposed;
- and any proposed noise curtailment or operational restrictions.

I am particularly concerned that compliance with a numerical noise limit should not automatically be treated as meaning that there is no impact on residential amenity.

The character of the receiving environment must also be considered.

This is a rural residential environment where existing background noise levels can be relatively low. Consequently, the introduction of a new and continuous source of industrial noise may be perceptually significant even where absolute noise levels are within a prescribed limit.

8. Cumulative traffic impacts on the surrounding roads

I am also concerned about the traffic consequences associated with the wider development.

While the N59 will be used for turbine deliveries, other construction and operational traffic will use different roads approaching the wind farm.

This creates a situation where the effects cannot be considered solely by examining the N59 or the immediate turbine-delivery route in isolation.

The surrounding local road network is rural and is used by residents, agricultural vehicles, school traffic, walkers, cyclists and other local users.

I am concerned about the cumulative effect of construction vehicles, turbine deliveries, workers' vehicles, maintenance traffic and other operational traffic.

This is particularly important for the roads serving homes in the vicinity of T7 and T8 and road L6308.

9. The importance of considering the human impact

I fully understand the national importance of renewable energy and the need for Ireland to transition towards renewable sources of electricity.

However, the existence of a national policy objective does not remove the requirement to properly assess the local impacts of an individual development.

The people living and working in the affected area should not be reduced to figures within an environmental assessment.

Dromore West is a living village with established businesses, residents and community infrastructure.

My concern is that the proposed development could impose a substantial construction burden on the village while the economic and social consequences for existing small businesses may not be fully captured by the assessment.

10. Request to An Coimisiún Pleanála

For the reasons outlined above, I respectfully request that An Coimisiún Pleanála carefully consider my observation and the specific impacts on:

1. Dromore West village;

2. existing local businesses;
3. essential customer parking;
4. accessibility to businesses;
5. traffic congestion;
6. abnormal-load movements;
7. construction noise;
8. the ability of treatment-based businesses to operate;
9. residential amenity in the vicinity of T7 and T8;
10. operational turbine noise;
11. the cumulative impact of traffic on surrounding local roads; and
12. the adequacy and enforceability of the proposed mitigation measures.

In particular, I ask that the impact on existing village businesses is treated as a substantive planning consideration rather than simply as a temporary inconvenience associated with construction.

I also ask that the proposed T7 and T8 turbines receive particularly careful consideration in relation to noise and residential amenity at the nearby dwelling.

The proposed development is very substantial in scale, and its effects will not be confined to the physical wind farm site. The construction and transportation requirements will extend into the wider community and directly affect Dromore West and its businesses.

I respectfully request that these impacts are fully assessed before any decision is made.

Yours faithfully,

Lorraine Kilgannon

Beautilicious Beauty Salon

Dromore West

Co. Sligo