

St Farnan's Community Park Committee,
Cartron,
Templeboy,
Co. Sligo,
F91V4XY.

28th September, 2026.

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

Re: **An Coimisiún Pleanála - Case reference: PAX21.324561**
Crumhach Wind Farm redevelopment
Submission/Objection on behalf of the St Farnan's Community Park Committee,
and the clubs using their facility - St Farnan's GAA, St Farnan's LGFA, Dromore Villa
FC, Dromore West/Templeboy Community Games, Dromore West Bingo.

Dear Sir / Madam,

We write to make a formal objection to the proposed **Crumhach Wind Farm** development on behalf of the three sporting clubs which share and use the community playing grounds operated by The St Farnan's Community Park Committee situated at Cartron, Templeboy, Co. Sligo F91V4XY.

The playing grounds and facility is shared primarily by;

- St. Farnan's G.A.A.
- St Farnan's L.G.F.A.
- Dromore Villa F.C.

These three clubs are a cornerstone of the local community and jointly comprise over 450 members.

In addition to the three main groups outlined the facility is also a community hub used by

Dromore West/Templeboy Community Games (over 100 members)

Dromore West Bingo (weekly gathering of over 100 people)

The grounds are an important community facility and are used extensively throughout the year for training, competitive fixtures, juvenile and adult sporting activities, community events and by spectators and families attending those activities.

We recognise the importance of renewable energy and do not object to renewable energy development as a matter of principle. However, we have serious concerns regarding the **scale, construction impacts, traffic movements, noise, road safety and disruption to the continued use of our community sporting facilities** arising from this particular proposal.

Our objection is therefore based on the likely material impacts of the proposed development on the local community and on the safe and continued operation of the shared sporting grounds.

1. Significant construction traffic and road safety concerns

The applicant's own documentation confirms the substantial traffic requirements associated with the proposed development.

The proposal involves the removal of **23 existing wind turbines and the erection of 17 new turbines**, together with foundations, hard-standing areas, a new 110kV substation, cabling, construction compounds, borrow pits, new and upgraded entrances and extensive access-track works.

Of particular concern to the sporting clubs is the proposed transportation of large turbine components and other abnormal loads.

The application expressly provides for accommodation works along the **N59, R297, L2702 and L6309** to facilitate delivery of turbine components and other abnormal-sized loads. It also proposes a temporary access road and multiple new or upgraded site entrances.

This represents a very significant increase in heavy and abnormal-load traffic in the locality during the construction period.

The roads serving the community and the sporting grounds are local rural roads which are used daily by players, parents, coaches, officials and spectators. They are not compatible with major industrial transport routes.

We are particularly concerned about the interaction between construction traffic and children and young people travelling to and from training and matches.

At peak times, the roads around the community facilities can experience increased numbers of vehicles associated with matches and training. This includes cars carrying children, young players cycling or walking, pedestrians, coaches and vehicles associated with visiting teams including cars parked at roadside.

The introduction of HGVs, construction vehicles and abnormal loads into this environment presents an obvious and unacceptable additional road-safety risk.

We ask the Board to require a detailed assessment of the specific interaction between construction traffic and the operation of the community sporting facilities, including the times at which matches and training normally take place.

2. Disruption to sporting activities

The proposed development has the potential to significantly interfere with the normal operation of all three clubs.

The applicant's documentation confirms that road closures and diversions have been considered as part of the project and that a Traffic Management Plan is proposed.

However, a generic traffic management arrangement does not adequately address the particular requirements of a community sports facility.

Our clubs operate according to fixtures and training schedules which are frequently arranged weeks or months in advance. Matches involve not only local players but visiting teams, officials, referees, coaches, parents and spectators.

Any restriction, closure, diversion or significant impediment to access can therefore result in:

- cancellation or relocation of matches;
- cancellation or curtailment of training;
- difficulty accessing the playing grounds;
- delays for visiting teams and officials;
- increased risk to children and young players;
- difficulties for emergency vehicles;
- congestion at peak training and match times; and
- disruption to community events.

The fact that the works may be temporary does not mean that their effects are insignificant. A prolonged construction period during which access is repeatedly disrupted could have a substantial impact on the ability of the clubs to function.

3. Noise and vibration

We are also concerned about construction noise and vibration.

The applicant acknowledges that construction noise, including noise associated with the wind farm, grid connection and accommodation works, has been assessed in the EIAR.

The sporting grounds are a particularly sensitive community receptor because sporting activity requires people to be outdoors for extended periods.

Noise from heavy machinery, excavation, construction vehicles, turbine-component deliveries, road works and associated construction activities could materially interfere with:

- football training;

- matches;
- coaching;
- communication between players and coaches;
- children's activities; and
- spectators' enjoyment of matches.

The issue is therefore not simply whether construction noise remains below a particular residential noise limit.

The Board should consider whether the proposed construction activities are compatible with the continued use of the playing grounds as a community sporting facility.

We request that specific consideration be given to the timing of construction works in relation to scheduled training and matches and that, if permission is granted, strict restrictions be imposed on construction activities during agreed sporting periods.

4. Safety of children and young people

A particularly important aspect of this objection is the number of children and young people who use the facility.

The three clubs provide organised sporting activities for the local community and the grounds are regularly attended by young players and families.

The proposed construction traffic will introduce significantly larger vehicles and abnormal loads into the local road network.

We are concerned that the EIAR's general assessment of traffic and transport does not adequately address the particular vulnerability of young sports participants travelling to and from the community grounds at predictable peak times.

The Board should require a specific assessment of:

- pedestrian movements to and from the grounds;
- children crossing local roads;
- vehicle movements immediately before and after training;
- match-day traffic;
- visiting teams;
- parking requirements;
- emergency access; and
- interaction between abnormal loads and sporting activity.

This should be assessed as a practical road-safety issue rather than simply as a traffic-volume calculation.

5. Abnormal loads and local road conditions

The application itself acknowledges that significant accommodation works are required to facilitate the delivery of turbine components and other abnormal loads.

We are concerned that the effect of these works on the local community could be considerably greater than the temporary physical works themselves.

Large turbine components can require traffic management, escorts, temporary restrictions and significant manoeuvring areas.

Any such operation taking place during times when children and families are travelling to or from the sporting grounds creates an avoidable safety concern.

We therefore request that no abnormal-load movements be permitted during the principal periods of sporting activity and that a detailed timetable and traffic-management protocol be agreed with the community and sporting clubs before construction commences.

6. Access to the community playing grounds must be protected

The continued ability of the three clubs to access their grounds safely must be treated as an important material consideration.

Any permission should contain enforceable conditions requiring the developer to maintain uninterrupted safe access to the playing grounds.

Where temporary restrictions are unavoidable, the developer should be required to provide advance notice to the clubs and agree alternative arrangements before any restriction is implemented.

There should also be a specific requirement that emergency vehicle access is maintained at all times.

7. Dust, mud, debris and deterioration of local roads

The scale of construction proposed will inevitably involve significant movement of construction vehicles.

The application itself identifies dust generation and vehicle emissions as matters requiring mitigation.

We are concerned about dirt, dust, debris and general deterioration of local roads arising from construction traffic.

This is particularly relevant to a sports facility because road conditions can directly affect safe access for players, parents and visitors.

The developer should therefore be required to provide effective road-cleaning, wheel-washing and road-maintenance measures and to repair any damage attributable to construction traffic.

8. Duration and cumulative nature of the disruption

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.

We request that the Board specifically examine the cumulative effect of construction traffic, road works, abnormal loads, noise and temporary road restrictions on the operation of the sporting grounds.

9. Community facility and public-interest considerations

The three clubs provide an important social and recreational function for the local community.

The playing grounds are used by multiple clubs and age groups and provide an essential hub for physical activity, social interaction and community participation.

The impact of the proposed development should therefore not be assessed solely by reference to individual residential properties.

The Board should consider the effect of the proposal on the **community as a whole**, including access to and enjoyment of established recreational facilities.

Renewable energy development must be appropriately planned and located and should not unnecessarily compromise the safe operation of established community facilities.

11. Cable Connection to Srananagh 220kV substation

We also have concerns regarding the proposed cable connection between the new development and the Srananagh 220kV substation.

The proposed route of cabling travels North on L6309 (Dunowla townland), before heading East on the N59 (passing directly by the playing grounds).

The installation of the cable will inevitably involve additional construction activity along the route, including excavation, construction vehicles, plant, temporary traffic management and

subsequent reinstatement works. Where these works take place immediately adjacent to the grounds and along an access route used by its members, there is clear potential for disruption to normal activities and access.

10. Requested safeguards if permission is considered

Should An Coimisiún Pleanála be minded to grant permission, we respectfully request that conditions be imposed requiring, at a minimum:

1. A detailed construction traffic management plan specifically addressing the Templeboy community sporting grounds.
2. No abnormal-load movements during agreed peak training and match periods.
3. Prior consultation with representatives of all three sporting clubs before construction commences.
4. Advance notification of all planned road closures, diversions and abnormal-load movements.
5. Safe and continuous access to the sporting grounds throughout construction.
6. Maintenance of emergency access at all times.
7. Appropriate speed restrictions and traffic marshals where construction traffic interacts with pedestrian and sporting activity.
8. Strict controls on construction hours and noise-generating activities during scheduled sporting events.
9. Effective measures to control dust, mud and debris on public roads.
10. A mechanism for immediate reporting and resolution of road-safety problems arising from construction traffic.
11. A named liaison officer for the three sporting clubs and the wider community.
12. A system whereby fixtures and training schedules can be communicated to the contractor in advance so that major construction and abnormal-load movements can be planned to avoid conflict with sporting activity.

Conclusion

We respectfully submit that the proposed development presents significant potential impacts on the safe and effective operation of the Templeboy community sporting grounds.

We are not opposed to renewable energy development in principle. Our objection is based on the **specific and foreseeable impacts of this project on an established community facility**, particularly the safety of children and young people, abnormal-load and HGV traffic, noise, road

closures and diversions, access difficulties and disruption to football training, matches and other community activities.

The applicant's own documentation demonstrates the scale of the proposed construction and the extent of the road and transport works that will be required. The application identifies multiple local roads, abnormal-load accommodation works, road closures/diversions and a substantial traffic-management regime.

In our view, the particular circumstances of the Templeboy sporting grounds and the large number of children, players and families using the facility warrant much more specific consideration than a general assessment of traffic and noise impacts.

We therefore respectfully request that An Coimisiún Pleanála **refuse permission for the proposed development** on the basis of the unacceptable impacts identified above.

Alternatively, should the Board be minded to grant permission, we request that robust, enforceable conditions be imposed to protect the safety and continued operation of the Templeboy community sporting facilities and that the three sporting clubs be formally consulted throughout the construction programme.

Yours faithfully,

 29/9/2026

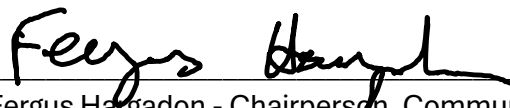
Fergal Broderick - Chairperson St Farnan's Community Park Committee
- Acting Chairperson St Farnan's G.A.A.

 29/9/2026

Gregory O'Brien - Chairperson St. Farnan's LGFA

 29/09/2026

Michael Hynes - Chairperson, Dromore Villa FC

 29/9/26

Fergus Haugadon - Chairperson, Community Games

 29/09/26

Sean Healy - Manager, Dromore West Bingo