TOBIN

Rooaunalaghta Green Energy Project

Appendix 1-3

Informal Scoping responses received from consultees

ROOAUNALAGHTA
Green Energy

BUILT ON KNOWLEDGE

From: [redacted]
Sent: Friday 22 May 2026 15:31
To: [redacted]
Subject: FW: (External)Rooaunalaghta Green Energy project

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[redacted]
TOBIN

Re: Rooaunalaghta Green Energy project

I am directed by the Acting [redacted] to refer to the above

Whilst An Garda Síochána in Ballinrobe have no objections to the actual wind farms, it is requests that this office be kept fully informed and consulted at all times during the construction phase, particularly when large components are being transported. Such movements will undoubtedly present potential hazards to road users, especially at points where vehicles are entering and exiting lands in the Shrule area.

An Garda Síochána, primary concern throughout the construction of the wind farm projects is the health and safety of residents, road users, and all people in the affected areas.

Fowarded for your information, please.

Kind Regards

Sent on behalf of [redacted]

[redacted]

[redacted]

Ag Coinneáil Daoine Sábháilte Keeping People Safe

From: [redacted]
Sent: Wednesday 20 May 2026 09:15
To: [redacted]
Cc:
Subject: (External)Rooaunalaghta Green Energy project

This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.

To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

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2022 Association of Consulting Engineers of Ireland Awards Winner: Innovation
2020 Association of Consulting Engineers of Ireland Awards Winner: Project Management
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Outlook

Re: Rooaunalaghta Green Energy project

From [redacted]
Date Fri 05/06/2026 08:44
To [redacted]

Hi [redacted]

Thank you, I appreciate and acknowledge the response.

Warm Regards,

[redacted]

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From [redacted]
Sent: Thursday 4 June 2026 16:56
To: [redacted]
Subject: RE: Rooaunalaghta Green Energy project

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Dear [redacted]

Thank you for your e-mail.

Unfortunately, as Bat Conservation Ireland is a very small organisation, with limited resources, we do not have the capacity to get involved in planning issues.

Please note that Bat Conservation Ireland is concerned that a request for our input/consultation/opinion/assistance on planning applications and reports, or objections/comments on same, can sometimes imply that we have been consulted for our opinion on planning matters when Bat Conservation Ireland does not, in fact, provide opinions or comments on developments. Therefore, please note that this response should not be construed as a consultation with Bat Conservation Ireland regarding any planning or development matter or proposal. In order to avoid misunderstandings, please do not use this terminology in your reports to describe this transaction.

Thank you for your understanding.

Yours sincerely

[redacted]
Bat Conservation Ireland

Please note my workings days/hours as follows:
Monday *9am – 5.30pm* **|** ***Thursday*** *9am – 5.30pm* **|** ***Friday*** *9am – 12.45pm*

[redacted]

Social Media: www.facebook.com/Bat-Conservation-Ireland | www.x.com/BatConservIre | www.instagram.com/batconservationireland/ | https://ie.linkedin.com/company/bat-conservation-ireland
Bat Conservation Ireland Online Training Platform - https://training.batconservationireland.org/

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Bat Conservation Ireland. Company Limited by Guarantee (CRO) No. 494343. Charity Number (CRA): 20039417.
Website: www.batconservationireland.org | Registered Address: Carmichael House, 4-7, North Brunswick Street, Dublin 7, D07 RHA8.

From: [redacted]
Sent: Wednesday 20 May 2026 09:26
To: [redacted]
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

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Outlook

Re: Rooaunalaghta Green Energy project

From [redacted]
Date Tue 02/06/2026 16:45
To [redacted]
Cc

Hi [redacted]

Thank you, we acknowledge and appreciate the response.

Warm Regards,

[redacted]

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From: [redacted]
Sent: Tuesday 2 June 2026 16:41
To: [redacted]

Cc: [redacted]

Subject: RE: Rooaunalaghta Green Energy project

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Internal Restricted

Hi [redacted]

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.

Regards

[redacted]

Coimisiún na Meán

1 Áras Shíol Bhroinn, Bóthar Shíol Bhroinn, Baile Átha Cliath, D04 NP20, Éire.
1 Shelbourne Buildings, Shelbourne Road, Dublin, D04 NP20, Ireland.

Tá an ríomhphost seo agus aon iatán a ghabhann leis rúnda agus is leis an duine sin amháin a bhfuil siad seolta chuige/chuici a bhaineann siad. Muna duitse an ríomhphost seo, ní ceart é a léamh ná a scaoileadh chuig aon tríú páirtí. Iarrtar ort teachtaireacht a sheoladh chuig an seoltóir nó chuig info@cnam.ie, agus an ríomhphost seo a scrios.

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Déan machnamh ar an timpeallacht, le do thoil, roimh an ríomhphost seo a phriontáil.

Please consider the environment before printing this email.

Internal Restricted

From: [redacted]
Sent: Wednesday 20 May 2026 09:33
To: User Support <info@cnam.ie>

Cc: [redacted]

Subject: Rooaunalaghta Green Energy project

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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

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Outlook

Re: Rooaunalaghta Green Energy project

From [redacted]
Date Thu 04/06/2026 14:53
To [redacted]

Good afternoon [redacted]

Thank you, I appreciate and acknowledge the response.

Warm Regards,

[redacted]

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From: Defence Property Management Planning <PropertyManagementPlanning@defence.ie>
Sent: Thursday 4 June 2026 14:42
To: [redacted]
Cc: [redacted]
Subject: RE: Rooaunalaghta Green Energy project

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Without Prejudice

Dear [redacted]

I refer to your below e-mail, dated 20th May 2026, in relation to an EIAR report relating to windfarm development with 13 wind turbines at Rooaunalaghta, Co. Mayo.

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 ABP, 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:

- The N84 route is identified as an Irish Air Corps low level route. The location of structures higher than 45m above ground within 2.7NM of the route centreline of low level routes should be considered.
- The cumulative effect of renewable energy developments has the potential to impede the Irish Air Corps operability.
- All turbines should be illuminated by Type C, Medium intensity, Fixed Red obstacle lighting with a minimum output of 2,000 candela to be visible in all directions of azimuth and to be operational H24/7 days a week. Obstacle lighting should be incandescent. If LED or other lighting types are used, should be 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.
- In the event of 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.

We would appreciate if you could keep us informed on any progress relating to this proposed development.

Kind Regards

[redacted]

From: [redacted]
Sent: Wednesday 20 May 2026 09:41
To: [redacted]
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

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Outlook

RE: Rooaunalaghta Green Energy project

From [redacted]
Date Wed 20/05/2026 11:34
To [redacted]
Cc Info - EirGrid <Info@Eirgrid.com>; STATUTORY NOTIFICATIONS <StatutoryNotifications@Eirgrid.com>

1 attachment (890 KB)
20260205 Interim HV Guidance Version 2 - Final.pdf;

You don't often get email from fay.lagan@eirgrid.com. Learn why this is important

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Thanks for the email. EirGrid has no comment on the project.

However for your information, 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 County Council 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.

Best Regards,
[redacted]

[redacted]

From: Info - EirGrid <Info@Eirgrid.com>
Sent: Wednesday 20 May 2026 11:04
To: STATUTORY NOTIFICATIONS <StatutoryNotifications@Eirgrid.com>
Subject: FW: Rooaunalaghta Green Energy project

From: [redacted]
Sent: Wednesday 20 May 2026 09:52
To: Info - EirGrid <Info@Eirgrid.com>
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

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EirGrid plc - Transmission System Operator, Ireland.
The Oval, 160 Shelbourne Road, Ballsbridge, Dublin 4, D04 FW28.

Oibritheoir Eangach Leictreachais na hÉireann.
160 Bóthar Shíol Bhroin, Droichead na Dothra, Baile Átha Cliath 4, D04 FW28.

An Roinn Iompair
Department of Transport

Interim Guidance to Road Authorities regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables, and associated infrastructure under public roads

Version 2 Effective from XX/XX/2026

Issued by Technical and Compliance Unit, Regional and Local Roads Section, Roads Division

Document Control Sheet

Document Title	Status
Interim Guidance to Road Authorities regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables, and associated infrastructure under public roads	Approved

Revision History

Version	Remarks	Prepared by	Approved by	Date
1.0	Issued under Circular RW 07 of 2025	Roads sector	[redacted]	14/3/2025
2.0	Revisions following feedback from stakeholders	Roads sector	[redacted]	4/2/2026

This document supersedes the 'Interim Guidance' issued to Road Authorities under 'Department of Transport Circular RW07 2025', 14th March 2025 and is applicable to projects from date of issue.

Table of Contents:

1. Purpose and Scope 1
2. Other Relevant Documents 2
3. Licence Notification and Application Process 3
4. Checklist 16
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1. Purpose and Scope

The purpose of this document is to provide interim guidance to Road Authorities in their role licensing road openings or making submissions to Planning Authorities regarding how the proposed placement of Medium or High Voltage infrastructure (i.e. infrastructure associated with cables used to transmit or distribute electrical energy at voltages greater than 1kV), interact with the public road network. Low Voltage Cables (1kV and less) should be dealt with using established licensing processes.

The primary function of the national, regional and local road network is the safe transportation of people, goods and services to all areas of the country. The maintenance and protection of the road network is the responsibility of the road authority. The installation of all utilities in the road network requires management and oversight by the road authority, to ensure the consistent application of standards, the protection of the network, and safe future road maintenance and improvement, whilst also facilitating and providing for future developments, as appropriate.

The 'Interim Guidance' has been developed to assist in the delivery of the grid infrastructure rollout by the energy sector while also seeking to mitigate impact and ensure the continued proper management of the road network. It is produced by the Roads and Transportation stakeholders including the Department of Transport (DoT), Transport Infrastructure Ireland and Road Authorities, and the Department acknowledges collaboration and input from all sectors.

The 'Interim Guidance' relates to rural roads only. Rural roads are defined as any public road with a speed limit greater than or equal to 60km/h. Urban Roads with a speed limit of less than 60km/h are to be addressed through existing established procedures, in consultation with the Road Authority.

The 'Interim Guidance' is issued *pro tem* until the development of any procedures for the planning, regulation, construction and management of Medium, or High Voltage cables under public roads.

The 'Interim Guidance' shall be read in conjunction with the DoT's Guidelines for Managing Openings in Public Roads (Purple Book) and TII's publication CC- PAV-04007- Requirements for the Reinstatement of Openings in National Roads.

Where the requirements of the 'Interim Guidance' cannot be complied with due to specific site circumstances, for example a concentration of existing utilities/ services beneath the public road or due to the approved consent for the installation of other utilities/ services, a site-specific solution will be required from the developer and/or ESBN having regard to the maintenance of existing or approved infrastructure for the

approval of the Road Authority.

The placement of ducts, cables and other items associated with Medium or High Voltage electrical assets and the roadworks required to carry this out is a complex area that is regulated under a number of pieces of legislation (including the Planning and Development Acts and Regulations, Roads Acts and various Electricity Acts), policy (Climate Action Plan), guidelines and decisions of the Commission for Regulation of Utilities (CRU), which together provide processes to authorise road openings and placement of this infrastructure.

This document does not:

a) impose any obligation on any entity referred to in the text; or

b) require any entity referred to in the text to act or not act in certain manner; or

c) make any statement that gives or intends to give rise to a legitimate expectation to any party, whether referred to in the text or not, that the applicable entity referred to in the text will act or not act in a certain manner. The placement of cables in road is subject to the appropriate legislation and to the consent of, and conditions set by of the relevant authority.

Although every effort has been made to ensure the completeness and accuracy of its contents, users are advised to use the document carefully and no liability shall attach to the Minister for Transport for any errors or omissions in the document.

2. Other Relevant Documents

Climate Action Plan[1]

The Climate Action Plan 2024, prepared under the Climate Action and Low Carbon Development Act 2015 as amended, sets a course for Ireland's emission targets by 2030 and reach net-zero no later than 2050. These national targets align with Ireland's obligations under EU and international treaties, most notably the Paris Agreement (2015) and the European Green Deal (2020). To accelerate renewable electricity generation which is to reach a target of 80% of electricity demand from renewable source by 2030, the Government has set the objective that:

> *"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."*

Local Authorities, the Department of Transport (DoT) and Transport Infrastructure

[1] **Climate Action Plan 2024**

Ireland (TII) are committed to this objective.

Electricity Transmission Infrastructure Development - Roads Sector Engagement Framework[2]

This document, developed by the HV Forum in collaboration with DCEE, Eirgrid, ESBN, DoT, TII, RMO, LAs, and issued in May 2025 is applicable to all proposed Eirgrid/ ESBN high voltage transmission projects. It establishes clear and consistent engagement, consultation, and agreement protocols, between EirGrid, ESBN, and Road Authorities, for all EirGrid/ ESBN high voltage transmission network projects that have the potential to impact public roads.

Guidelines for Managing Openings in Public Roads (latest edition 2017)

This document sets out national standards for utility companies and roads authorities on excavating, backfilling, and reinstating road surfaces, ensuring consistency, safety, and minimizing disruption for all road users outside of National Roads. It standardises licensing, charging, materials, and procedures for roadworks, making processes transparent and efficient.

CC- PAV-04007- Requirements for the Reinstatement of Openings in National Roads

This publication sets out TII's specific requirements for excavating, backfilling, and reinstating openings (trenches) on Ireland's National Road Network.

3. Licence Notification and Application Process

3.1 Consent of the Road Authority

Applicants who wish to open a public road must have necessary powers to place MV/HV cables in the Public Road before they obtain consent to open the road. The following persons or bodies have powers to place MV/HV cables in the Public Road:

1. ESBN/ESB
2. EirGrid
3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act.
4. Any person or body with the agreement of every landowner who owns the substratum of the public road.

To open the road a person or body shall have the consent of the Road Authority and (in

[2] Interim Guidance & Engagement Framework

the case of a Motorway or Protected Road) the consent of the National Roads Authority (TII) under S. 53 of the 1993 Roads Act as amended.

Where an application for consent is made by persons or bodies 1-4 above this should be accompanied by evidence of their status as appropriate.

3.2 Planning Consent

Persons placing MV/HV cables in the Public Road must also have one the following:

a) Consent of An Coimisiún Pleanála (ACP)

b) Consent of the Planning Authority

c) Demonstration of Exemption from planning consent

3.3 Who is the licence applicant and Licence Holder?

The asset owner unless they have an agreement to act on behalf of the asset owner.[3]

The following processes are as set out in the Guidelines for Managing Openings in Public Roads, Section 4, Road Opening Licences and Procedures.

3.4 Pre-Application Engagement for T1 Notification(s) or Planning Application

An applicant should have a level of certainty as to whether a particular licence will be granted and what conditions could apply to it. The preferred approach as far as possible should be that the Road Authority's requirements are known in advance of any submission to An Coimisiún Pleanála, ACP, the Planning Authority or application for a road opening licence.

The engagement with the road authority should discuss and agree the route for the MV/HV Cable(s) to identify/agree the routing 'optimal solution' along with other potential requirements for traffic management, times of work, reinstatement, positioning of chambers/ joint boxes etc.

Should the optimal solution utilise the road network wherever possible, joint box structures, link boxes and C2 chambers are to be located off the carriageway in verges, open spaces, or adjacent sites. Wherever possible at least single lane traffic should be maintained, including provision of temporary passing bays as required.

Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage underground cables should not be sited on or attached to existing roads structures, masonry bridges/ culverts and the like. Such

[3] Such application may utilise the Applicant Manager feature of MRL Road Licensing software

structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems.

A Road Authority should have regard to section 5 and 6 below in developing interactions and responses for planning processes and road opening licencing.

Where this engagement has occurred and there is agreement in principle, the information can be provided by the developer of network or generation assets to third parties (the DSO, TSO, ACP, CRU etc.) to indicate the Road Authority's requirements for a future road opening licence or planning application. It will also assist in the development of subsequent supporting activity including geotechnical investigations.

It should be noted that this engagement gives no authorisation to open the road, nor does it reserve a route or create an easement. The Pre-Application Engagement, including the agreement in principle, does not protect any route. The time from Pre-Application Engagement to construction may be lengthy and other licences may be applied for by other energy sector applicants or other utilities along the route during that time. Where a new Pre-Application Engagement is sought on a road that has already a Road Opening Licence or a previous Pre-Application Engagement from a different developer, the applicant is required to consult with the previous developer/ licence holder as appropriate to coordinate the route and road space.

3.5 Road Opening Licence Applications (T1 Notifications & T2 Licences)[4]

3.5.1 T1 Notification and Permitting

For all HV and MV road opening applications the following process applies:

When the necessary powers are in place, as described at 3.1, an applicant shall issue a T1 notification for all HV / MV Cables installations in the Road.

a) The road Authority should proactively engage with all electrical asset owners or developers through the T1 notification process.

b) It should only grant a licence (T2, T2', T3) to an applicant who has the necessary powers to place MV/HV cables in a road, as described at 3.1.

c) It should not grant a licence that significantly compromises the road structure, routine maintenance, or planned improvements of the road. Examples of this include obstruction of planned future drainage, creation of instability in embankments, obstructing the maintenance of bridges, restricting planned horizontal / vertical alignment of the road effecting the electrical properties of

[4] See also 4.2.1 of the Guidelines for Managing Openings in Public Road

the MV/HV cable or impacting current and future planned road crossings for services.

d) The applicant may make site specific proposals to address items raised at item 'c' above.

e) Agreement following a T1 notification is normally valid for one year, however this can be extended by further agreement. Where necessary a second T1 may be required.

3.5.2 T2 Licence Applications (following the T1 Process)

The applicant shall apply for the appropriate road opening licences to facilitate construction of the electrical cable and associated infrastructure (as "child T2s" of a T1).

- It should be expected that multiple T2s can be required to manage, and sequence works, particularly where cable lengths run more than a few kms or in significantly different traffic environments.
- The extent of works carried out under a T2 should be manageable for both the licence holder and the Road Authority and should normally allow for inspection in one site visit. Typically, this will be limited to 2km lengths unless agreed otherwise by the Road Authority.
- Sectional completions for all work elements are necessary before commencing subsequent or adjacent sections.
- Licensing charges should be applied in accordance with the national process set out in the Purple Book Guidelines including invoicing and payment of:
  - Application charges at application stage
  - Reinstatement deposit prior to licence granting
  - Specific charges prior to licence granting
  - Long Term Impact Charges at T5 stage
  - Refund of deposits upon satisfactory inspection of the works at licence closeout

3.5.3 Opening the road for geotechnical/ site investigations:

A Road Authority may also grant T1 or T2 licences as appropriate to facilitate geotechnical and site investigation works. The licencing consent process for excavation of the public road is sufficient for these works only.

3.6 The Planning Process

Certain HV/MV cabling and associated infrastructure in the public road are required to obtain consent through the planning process. It is essential that the Road Authority makes its submission to the Planning Authority or An Coimisiún Pleanála (ACP) as appropriate during this process. The submission should:

a) Be consistent with the conditions of any agreement in principle reached at Pre-Application Engagement for T1 Notification (see 3.4)

b) Have regard to minimum requirements for a T1 (and Child T2s) (see Table 3.7 below).

c) Require adherence to the processes set out in the Guidelines for Managing Openings in Public Roads, published by the Department of Transport and administered by the Road Authority and the Road Management Office.

3.7 Minimum Requirements for a T1 (and child T2s)

When permitting a road opening, a Road Authority must be able to control the following aspects of the roadworks:

- the periods during which and the times at which roadworks shall or shall not be carried out;
- the period within which roadworks shall be completed;
- the manner in which roadworks shall or shall not be carried out;
- requirements and standards in relation to the temporary or permanent reinstatement; and
- requirements in relation to the control of traffic in the vicinity of roadworks.

Additionally, it should not permit anything that shall significantly compromise the road structure, routine maintenance or planned improvements of the road (see 3.5.1).

The areas in the following Table 3.7 shall be considered in the T1 process / Pre-Application Engagement before T1 Notification(s) or Planning Application to set minimum interim requirements necessary under a T1 and any subsequent T2(s). These interim requirements will be updated through ongoing engagement with the Electrical Sector.

Table 3.7 Minimum Requirements and Considerations for Pre Engagement and T1 License Applications

Area	Condition	Reason
Depth and Alignment	**10kV and 20kV cables in the public road network:** The depth of cover to the top of duct containing the conductor should be a minimum of 750mm. This applies in all road classes and in verges, footpaths, cycleways, and carriageways. 1. Where a communication duct is provided the minimum depth to that duct shall be in accordance with the Guidelines for Managing Openings in Public Roads (600mm / 750mm as appropriate). Adequate access for compaction and spacing of ducts should be maintained. 2. The duct surround material should be ESBN approved sand surround or as per Guidelines for Managing Openings in Public Roads and agreed with the road authority. **33kV cables in the public road network:** 1. 33kV are typically collector networks for generation sites. It is understood that these will remain an asset of the developer (the generation site) and will not be taken in charge by the network operators. These installations are to be treated as HV installations and are therefore to meet the requirements for HV Cables, as set out below. **High Voltage Cables (i.e. greater than 35kV)** 1. The depth of cover to the top of duct containing the conductor should be a minimum of 950mm. This applies in all road classes and in verge and all locations within the 'road'. 2. Where a communication duct is provided the minimum depth to that duct shall be in accordance with the Guidelines for Managing Openings in Public Roads (600mm / 750mm as appropriate). Adequate access for compaction and spacing of ducts should be	To ensure adequate depth of compacted suitable backfill material above the cable along its entire length and to provide due consideration to road drainage, other utilities, and future pavement maintenance.

Area	Condition	Reason
	maintained. 3. The duct surround material may be ESBN approved sand surround or as per Guidelines for Managing Openings in Public Roads and agreed with the road authority. 4. Should a Cement Bound Granular Material (CBGM) or similar be used as an alternative to an ESBN approved sand surround for the communications duct(s), a minimum depth of cover to the top of the communications duct of 950mm should also be maintained. **Relevant to all MV and HV cable installations:** 1. Trench width, backfilling and reinstatement of excavations to be in accordance with the DOT's Guidelines for Managing Openings in Public Roads and in the case of National Roads, TII's publication CC-PAV-04007 "Requirements for the reinstatement of Openings in National Roads". A minimum trench width of 450mm applies in all circumstances. 2. Should a local authority receive an application for the installation electricity cables in public roads, which includes a specification that is inconsistent with the above standards (e.g. surround material), they should bring this to the attention of the Road Management Office (contact@rmo.ie). 3. Additional ground improvement measures may be required, derived from the site investigations carried out. 4. The depth of cover to MV and HV cables and telecommunications ducts should be as set out above unless agreed otherwise in specific circumstances. 5. The alignment of the MV and HV cables and communications ducts must be agreed with the Road Authority at the earliest possible opportunity.	

Area	Condition	Reason
Ground Conditions	Ground conditions along the route of the cable to be comprehensively assessed through detailed site investigations. This should occur pre-licence application and may be the subject of a separate licence application. Where a Local Authority has a particular concern regarding ground water movement additional investigations or drainage measures may be required.	To verify that the identified reinstatements are fit for purpose and ensure integrity of road base.
Reinstatement	Backfilling and reinstatement of excavations to be in accordance with the DOT's Guidelines for Managing Openings in Public Roads and in the case of National Roads, TII's publication CC-PAV-04007 "Requirements for the reinstatement of Openings in National Roads". Additional ground improvement measures may be required, derived from the site investigations carried out.	To minimise future interventions of the road and maintain structural integrity of the host road.
MV and HV Electrical Infrastructure on or under Road (joint boxes, chamber lids etc)	Where joint box structures are proposed to be constructed in carriageways it shall be demonstrated that no off-carriageway alternative is practical. Link boxes and C2 chambers should be installed off the carriageway. The following are applicable unless alternative options are agreed based on particular needs and conditions: • Depth of cover to any joint box structures should be no less than 600mm unless agreed otherwise. • For joint box structures that interface with national roads, Technical Acceptance shall be carried out in accordance with the requirements of DN-STR-03001 – Technical Acceptance of Road Structures on Motorways and other National Roads. In this case,	To ensure the structural integrity and durability of structures and to mitigate the risk of differential settlement and reflective cracking to road surface.

Area	Condition	Reason

	contact must be made with the TII Structures Section in the early phases of the project.
	• Technical Acceptance of joint box structures beneath regional and/or local roads and which do not interface with national roads should be carried out in accordance with DOT Circular RW 10/2021. Integral to the Technical Acceptance procedure is the:
	  ○ Technical Acceptance Report (TAR) which records the agreed basis and criteria for the detailed design of the joint box structure; and
	  ○ Certification by the Design/Assessor/Checker confirming that the design, assessment, specification or construction works complies with the TAR.
	• Joint Box structures within the 'Road' shall conform to standards required by the Roads Authorities and should have a concrete lid unless exceptional circumstances and agreed otherwise. [5]
	• Construction shall be in accordance with relevant DoT/TII publications.
	• All backfill around these structures to be placed and compacted in accordance with the Guidelines for Managing Openings in Public Roads and/or the TII document "Requirements for the Reinstatement of Openings in National Roads CC-PAV-04007" as a minimum.
	• Responsibility for the maintenance of Link Box / chamber lids remains with the Asset Owner or their successors.	

[5] Joint boxes located outside the carriageway on regional and local roads do not require a concrete lid unless specifically required by the Road Authority in certain situations.

Area	Condition	Reason
Roads Structures	Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage underground cables should not be sited on or attached to existing roads structures, masonry bridges / culverts and the like. Such structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems. Where the Licence Holder discovers or damages uncharted services or drainage infrastructure including culverts, the Road Authority must be consulted, and agreement reached in advance of proceeding.	To preserve the structural integrity and durability of existing road structures.
Roads Drainage	Cable location and alignment should be designed/installed/constructed in such a manner to not obstruct or interfere with road drainage systems and road existing drainage pathways. Consideration to be given to future necessary expansion for climate adaptation, where envisaged as necessary by the Road Authority.	To ensure that the drainage systems in the host road are not compromised.
Records & Safety File	The licence holder shall provide as built details of all electrical infrastructure constructed in a format agreed with the Road Authority. Consideration should be given to ISO 19650 The Licence Holder shall provide a copy of the Safety File for the project.	To ensure the Road Authority can carry out its functions under the 1993 Roads Act.
Management procedures	Prior to licence issuing, the licence holder shall agree procedures for the construction, operation and maintenance of the electrical infrastructure including emergency procedures (including contacts) during the operational lifetime of the asset.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.

Area	Condition	Reason
Restrictions	Prior to issuing of a licence the applicant shall declare and agree with the Road's Authority any restrictions of future construction work in the vicinity of the electrical infrastructure.	In the interest of health and safety and in the interest of the protecting the road and the electrical infrastructure.
Existing Services	Cable location and alignment to be designed in such a manner to not obstruct or interfere with existing utilities, without prior agreement from the existing utility owners. The Applicant shall consult with each utility with existing services in the road prior to the submission of a T2 licence application.	To ensure that the utilities in the host road are not compromised.
Abnormal Load Requirements	A detailed submission of loads and proposed routes to be used for transportation of abnormal loads and exceptional abnormal loads along with details of the load is to be submitted to Road Authority for agreement in advance of planning consent or granting of a licence. The applicant may be required to undertake an assessment to determine the loading that a given structure can carry using standards including AM-STR-06048 and AM-STR-06026. See Circular RW18 / 2024 & S.I. No 366 of 2008 & S.I. No 5 of 2003	To preserve the structural integrity and durability of pre-existing road structures, pavements and existing utilities.
Construction Programme	A draft construction programme setting out timelines for: • construction of the ducting • construction of joint chambers • transport of cabling • pulling of cabling • jointing of cabling Should be submitted for the approval of the Road Authority.	To minimise disruption to road users. To coordinate other roadworks.

Area	Condition	Reason
Traffic Management	All traffic management to be in accordance with the Chapter 8 of the Traffic Signs Manual. The number of Traffic Management setups and programme to be pre-approved by the Road Authority and taking due consideration of traffic volumes, and to minimise the number and sequencing of Traffic Management set-ups along the host road. This should include a detailed traffic study of all roads and junctions including diversion routes impacted by the proposed works.	To minimise disruption to road users.
Communications	The Applicant shall have regard to the construction of any other infrastructure and coordinate with that person the timing of their works and the future maintenance of their infrastructure.	To minimise disruption to road users. To coordinate other roadworks.
Ownership	The applicant shall provide the Road Authority with contact details of the owner of the infrastructure annually throughout its life or when any changes in ownership occur. All electrical installations on the public road should be registered on Dial Before you Dig. This should include ownership and emergency contact details, and these details should be upgraded whenever changes occur.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.
Future infrastructure development	a. The applicant shall not install infrastructure (including structures, cables, or wires) along an existing Public Road where it is known that this Public Road is to be abandoned. b. The provision of infrastructure (including structures, cables, or wires) along the alignment of a future Public Road shall be coordinated with the construction of that road.	To minimise economic cost and cost to the exchequer.

Area	Condition	Reason
Security	The applicant shall provide the Road Authority with a cash security to ensure the satisfactory reinstatement of the public road.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.
Certification, coordination and Inspection	The applicant shall agree arrangements with the Road Authority for certification and inspection of the works that may include direct inspection / coordination by the Road Authority. The Road Authority may include specific charges for same.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.

4. Checklist

No.	Item	Note
1.	Ensure that the Applicant Organisation is correct	Where electric cables are planned in the public road, the Applicant for Planning Permission or a Road Opening licence shall be: 1. ESBN/ESB 2. EirGrid 3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act. 4. Any person or body with the agreement of every landowner who owns the substratum of the public road. **Engagement with contractors is not recommended unless they have an agreement to act on behalf of the cable owner.**
2.	Requirement for Planning Permission	The applicant should be required to provide evidence that either: - Planning permission exists for the development ***or*** - The development is exempted from planning
3.	Ensure Pre-Planning / Pre- Licensing Engagement has occurred	The applicant should engage with the Road Authority in advance of submission of a planning application or T1 notification.
4.	Ensure that certain minimum information is provided by the applicant.	At T1 stage and Planning permission stage the following information is typically required from the applicant - Summary of scope of the project - Applicant point of contact - Summary and mapping of the works to be included in each T2 - Report on current condition of the road - Report on Geotechnical/ site Investigation highlighting any challenging conditions. - Details of Bridges, culverts, watercourses, bog rampart roads and Special Engineering Difficulties affected and proposed design in those areas. - Reinstatement details including clear communication of full bay/ lane/ road reinstatement. - Details of any locations where roadworks (or temporary traffic management) are proposed outside normal working hours.

No.	Item	Note
		- Details of any alternative techniques including directional drilling.
5.	Consider the effect of the proposed works on existing assets and future development	Primary items for consideration: - the sterilisation effect of cables on the road - restrictions on future horizontal / vertical alignment of the road due to separation distances - Current and future drainage (including climate adaptation) - Current and future road crossings for services or drainage
6.	Consider the effect of ancillary activities.	Consideration at planning and road licensing stage requires the applicant to provide details of: - Site Compounds and storage areas - Transport routes for excavation import/export - Transport routes and weights for abnormal loads including cable reels. - Draft programme and temporary traffic management for cable pulling and cable jointing works.
7.	Point of contact	At every stage of the process, apply conditions to Planning Permissions and Road Opening Licences to ensure that the Road Authority has construction and out of hours / emergency contact details and knows the owner(s) of the cable/duct asset for: - Pre-Construction Stage - Construction Stage - Post construction for the life of the assets.
8.	Road Authority Resources & charges	Ensure that appropriate Road Authority resources are assigned to: - consideration of planning and road opening applications - inspection and co-ordination of works Where dedicated staff resources are required for the construction phase, appropriate specific charges should be applied to licences.

5. Terminology

The following terms are used in this document and in the industry. A brief, non-legal, explanation of these terms is set out below:

- **TAO:** Transmission Asset Owner - Electricity Supply Board (ESB)
- **An Coimisiún Pleanála, ACP**: see
- **DAO:** Distribution Asset Owner (ESB)[6]
- **TSO:** Transmission System Operator (EirGrid)
- **DSO:** Distribution System Operator (ESBN)[7]
- **Generator:** A person who holds a licence to generate electricity, see **Electricity generation | CRU.ie**
- **Storage Provider:** A person who provides a service of deferring the final use of electricity to a moment later than when it was generated or converts electrical energy into a form of energy which can be stored, the storage of such energy, and the subsequent reconversion of that energy into electrical energy.
- **Contestability:** Allows a party to construct connection assets that connect them to the transmission or distribution system.[8]
- **Non-contested Connection**: Those aspects of a connection to the electricity network constructed by the DAO or TAO.[9]
- **Direct Line Permission**: Permission to construct an electric line to carry electricity for the purpose of supply, not connected to the transmission system or distribution system when initially constructed.
- **Carriageway:** That portion of a road which is provided primarily for the use of vehicles. It refers to the paved, central part of the highway designed for driving and includes designated lanes such as bus lanes and cycle lanes. The carriageway excludes hard shoulders and hard strips.
- **Road:** From boundary-to-boundary, encompassing the entire area between the physical or legal limits, such as fences, hedges, or walls on either side. This includes the carriageway, footpaths, cyclepaths, hardshoulders, verges, and banks.
- **HV Forum**: A group of public sector stakeholders in the Electricity and Roads Transportation areas who were tasked with developing guidance to support the accommodation of Transmission HV Underground Cables ("HV UGC") in roads for the Transmission Network.

[6] **Distribution Asset Owner Licence.docx**
[7] **Information about the DSO**
[8] **Contestability Paper 2007**
[9] **General Conditions of Connection and Transmission Use**

- **LV, MV, and HV Cables:** Defined by IEC (International Electrotechnical Commission) and CENELEC (European Committee for Electrotechnical Standardization) standards as:
    - LV is less than or equal to 1KV (1,000 volts)
    - MV is greater than 1KV and less than or equal to 35KV
    - HV is greater than 35KV
- **A CRU authorisation:** An authorisation granted to a person under S.16 of the 1999 Electricity Regulation Act to construct or reconstruct a generating station.[10]
- **T1 Notification:** The T1 is not a licence. It is notification of intent to perform works of high impact due to extent or complexity. The notification is to allow adequate time for consultation, determination, coordination and joint planning between applicant and authority in relation to subsequent licence(s).
- **Child T2 licence(s):** Applied for subsequent to the T1 may be subject to reduced approval and works programme notification periods than normal T2(s).
- **T2 Licence:** An application to carry out works of moderate impact due to the location, extent, amount or duration of the work. A T2 licence requires time for approval and works notification unless preceded by a T1 when these periods may be reduced.
- **T3 Licence:** An application to carry out works of low impact due to the location, extent, amount or duration of the work. A T3 licence requires a short application period and does not require a works programme notification.
- **T4 Notification:** A notification of emergency works (as defined under legislation). Notification must occur at the time or as soon as possible after commencement and works must be carried out during a limited time period. This notification fulfils the requirements of legislation and these guidelines when followed by a T5. Once the emergency is addressed on site, a T2 or T3 licence may be subsequently required to complete works that are not of an emergency nature**.**
- **T5 Notification:** A notification of completion of works carried out under T2, T3 or T4.

[10] **Licences | CRU.ie**



Outlook

Re: EIS 26/130 - Proposed Rooaunalaghta Green Energy project, Co Mayo

From [redacted]
Date Tue 16/06/2026 14:21
To DCEE Planning Notifications <PlanningNotifications@dcee.gov.ie>

Good afternoon [redacted]

Thank you, I appreciate and acknowledge receipt.

Warm Regards,

[redacted]

TOBIN

ENGINEERS IRELAND
CPD ACCREDITED EMPLOYER

Investors in Diversity
BRONZE

2024 Engineering Excellence Awards Winner: Environmental Engineering Project of the Year
2022 Engineers Ireland Awards Winner: CPD Employer of the Year
2022 Association of Consulting Engineers of Ireland Awards Winner: Innovation
2020 Association of Consulting Engineers of Ireland Awards Winner: Project Management
2019 Association of Consulting Engineers of Ireland Awards Winner: Design Excellence (Structures)

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From: DCEE Planning Notifications <PlanningNotifications@dcee.gov.ie>
Sent: Tuesday 16 June 2026 13:02
To: [redacted]
Subject: EIS 26/130 - Proposed Rooaunalaghta Green Energy project, Co Mayo

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To whom it may concern,

Please see attached submission on behalf of Geological Survey Ireland (a section of the Department of Climate, Energy and the Environment) with regard to the subject entity.

Please send an acknowledgement of receipt to PlanningNotifications@dcee.gov.ie at your earliest convenience.

Regards,



An Roinn Aeráide, Fuinnimh agus Comhshaoil
Department of Climate, Energy and the Environment

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Tobin
Fairgreen House
Fairgreen Road
Galway, H91 AXK8

15 June 2026

Re: Proposed Rooaunalaghta Green Energy project, Co Mayo
Your Ref: 11981
Our Ref: 26/130

Dear Sir/Madam,

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 20 May 2026, concerning the Proposed Rooaunalaghta Green Energy project, Co Mayo, 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 '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 as illustrated below:

Land and soils
Soil • Subsoils (Quaternary Geology) • Tellus Geochemistry • Geotechnical *Geology* • Bedrock • Geophysics • Bedrock & Quaternary 3D

Water
Groundwater • Aquifers GW vulnerability, GWPSs (GWPPs) • Karst *Surface water* • Tellus Geochemistry *Estuarine & marine waters* • Marine and coastal *Flooding* • GWClimate

Climate Change
Carbon accounting / Carbon balance • Geothermal • Carbon capture and storage *Climate change trends* • National coastal change assessment

Cultural Heritage
Archaeology • Cherish *Underwater Archaeology* • Shipwrecks

Material Assets
Built Services • Natural resources (Minerals & Aggregates) • Active quarries

The Landscape
Landscape Appearance & Character • Physiographic units *Historical landscapes* • Historic mines

Other Relevant Data		
Natural (Geo) hazards • Landslide Susceptibility Mapping • Groundwater flooding • Coastal vulnerability • Subsidence • Radon	*Natural heritage* • Geoheritage (County Geological Sites) • Dimension Stone/Stone Built Ireland	

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.

Yours sincerely,



The publicly available data referenced/presented here, should in no way be construed as Geological Survey Ireland support for or objection to the proposed development or plan. The data are made freely available to all and can be used as independent scientific data in assessments, plans or policies. It should be noted that in many cases these data are a baseline or starting point for further site-specific assessments.

Outlook

Fw: HSA Response - Rooaunalaghta Green Energy project HSA:0342000000238

From [redacted]
Date Thu 04/06/2026 12:30
To [redacted]

From: [redacted]
Sent: Thursday 4 June 2026 12:21
To: [redacted]
Subject: HSA Response - Rooaunalaghta Green Energy project HSA:[redacted]

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Tobin
Fairgreen House
Fairgreen Road,
Galway

Our Ref: [redacted]

04 June 2026

Re: Rooaunalaghta Green Energy project and your email dated 20 May 2026

To whom it may concern,

The Health and Safety Authority (the Authority), acting as the Central Competent Authority under the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. 209 of 2015) gives technical advice to the Planning Authority when requested, under regulation 24(2) in relation to:

(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.

Since the above-referenced application appears to be outside the scope of the Regulations, the Authority has no observations to forward.

If you have any queries please contact the undersigned.

Yours sincerely

[redacted]

Health and Safety Authority,
Block A, 2nd Floor,
Monksland Retail Business Park,
Athlone,
Co. Roscommon, N37 X8N1

An tÚdarás Sláinte agus Sábháilteachta
Bloc A, An 2ú hUrlár, Páirc Ghnó
Mhiondíola Fhearann na Manach,
Baile Átha Luain,
Contae Ros Comáin, N37 X8N1

Outlook

Re: Rooaunalaghta Green Energy project

From [redacted]
Date Fri 29/05/2026 15:59
To Planning <planning@iaa.ie>

Hi [redacted]

Thank you, I acknowledge and appreciate the response.

Warm Regards,

[redacted]

TOBIN

ENGINEERS IRELAND
CPD ACCREDITED EMPLOYER

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From: Planning <planning@iaa.ie>
Sent: Thursday 21 May 2026 15:31
To: [redacted]
Cc:
Subject: RE: Rooaunalaghta Green Energy project

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Dear [redacted]

Thank you for your email and scoping request for the proposed Rooaunalaghta Green Energy project in Co. Mayo. it is the observation of the Irish Aviation Authority, that even at this pre-planning stage, it would be prudent that the developer engages as early as possible with the air navigation service provider, AirNav Ireland to undertake a preliminary screening assessment to confirm that the proposed wind farm and the associated cranes that would be utilised during its construction would have no impact on en route communication, navigation and surveillance equipment.
In addition, the developer should also engage with the Department of Defence with regard to any implications for the safety of helicopter operations in the general area.
It is likely that the following general observations would be proffered by the Authority during a formal planning process: 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 farm development,
(2) provide as-constructed coordinates in WGS84 format together with ground and blade 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.

Kind regards,

[redacted]

From: [redacted]
Sent: Wednesday, May 20, 2026 11:12 AM
To: [redacted]
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

Outlook

Re: Rooaunalaghta Green Energy project - UE Response

From [redacted]
Date Wed 01/07/2026 16:00
To Planning <Planning@water.ie>

Hi [redacted]

Thank you, we acknowledge and appreciate the response.

Warm Regards,

[redacted]

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From: Planning <Planning@water.ie>
Sent: Wednesday 1 July 2026 15:12
To: [redacted]
Subject: Rooaunalaghta Green Energy project - UE Response

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Dear Sir/Madam,

In response to a referral for an Environmental Impact Assessment (EIA) scoping request relating to Rooaunalaghta Green Energy project.

Please find attached Uisce Éireann's observations.

I hope you find this information helpful. If you have any queries please do not hesitate to contact me.

[redacted]

[redacted]
www.water.ie
Facebook | Twitter | LinkedIn

From: [redacted]
Sent: Wednesday 1 July 2026 09:37
To: Planning <Planning@water.ie>
Subject: Re: [redacted]

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Hi [redacted]

Of course, that's no problem, we appreciate the feedback.

Warm Regards,

[redacted]

[redacted]

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From: Planning <Planning@water.ie>
Sent: Wednesday 1 July 2026 09:35
To: [redacted]
Subject: RE[redacted]

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Hi[redacted]

How are you today. I apologize that our report is being submitted later than expected. We are submitting today and would be grateful if it could still be accepted.

Thank you for your understanding, and we appreciate your consideration.

Kind regards,

[redacted]

Uisce Eireann
Colvill House, 24–26 Talbot Street, Dublin 1, D01 NP86, Ireland
www.water.ie
Facebook | Twitter | LinkedIn

From: [redacted]
Sent: Monday 29 June 2026 14:20
To: Planning <Planning@water.ie>
Subject: Re: [redacted]

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Hi [redacted]

Perfect, thank you.

Warm Regards,

[redacted]

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From: Planning <Planning@water.ie>
Sent: Monday 29 June 2026 14:19
To: [redacted]
Subject: RE: [redacted]

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Hi [redacted]

Yes, it is with the planner at the moment who is aiming to send comments either by the end of today or tomorrow.

[redacted]

Uisce Éireann
Colvill House, 24–26 Talbot Street, Dublin 1, D01 NP86, Ireland
www.water.ie
Facebook | Twitter | LinkedIn

From: [redacted]
Sent: Monday 29 June 2026 14:12
To: Planning <Planning@water.ie>
Subject: Re: [redacted]

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Hi [redacted]

Perfect, noted concerning the correct email address for communication.

Will we receive feedback from Uisce Éireann on this project? Thank you.

Warm Regards,

[redacted]

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From: Planning <Planning@water.ie>
Sent: Monday 29 June 2026 13:14
To: [redacted]
Subject: RE[redacted]

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Hi[redacted]

Thank you for contacting Uisce Éireann regarding a EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo

We recommend that all correspondence is sent to planning@water.ie going forward.

Many thanks.

[redacted]

Colvill House, 24–26 Talbot Street, Dublin 1, D01 NP86, Ireland
https://scanner.topsec.com/?d=4369&r=auto&u=www.water.ie&t=b15c5d223a480f9f3060e6b24e9de022520d4eaa

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-----Original Message-----
From: [redacted]
Sent: Wednesday 20 May 2026 13:16
To: business@water.ie
Cc: customerservice@water.ie; [redacted]
Subject: Rooaunalaghta Green Energy project

Some people who received this message don't often get email from [redacted] Learn why this is important<https://scanner.topsec.com/?d=4369&r=auto&u=https%3A%2F%2Faka.ms%2FLearnAboutSenderIdentification&t=021ec93c7606e88bd0a2820da23b7aefe1200698>
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To whom it may concern,
Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.
Please review and forward on any comments or feedback if required as soon as possible, or by June 30th, 2026.

Warm Regards,

[redacted]

Website: https://scanner.topsec.com/?d=4369&r=auto&u=http%3A%2F%2Fwww.tobin.ie&t=b26c9aea9f60a49752edd574c6582aef99500e7e<https://scanner.topsec.com/?d=4369&r=auto&u=http%3A%2F%2Fwww.tobin.ie%2F&t=beda037ad43b8a10b291e0bed542ff8a23ec25f6>

[cid:a91b1463-f86e-4af2-9844-25f156fb59bb] [A red and white sign with white text Description

Uisce Éireann
Bosca OP 448
Oifig Sheachadta na
Cathrach Theas
Cathair Chorcaí

Uisce Éireann
PO Box 448
South City
Delivery Office
Cork City

www.water.ie

Uisce Éireann's Ref: [redacted]

Planning Ref: EIAR - Rooaunalaghta Green Energy project

Planning Authority: Mayo County Council

Issue Date: 1 July 2026

Development Location: in the townlands of Cloughmoyne (also known as Cloghmoyne), Rooaunalaghta, Kinlough, Carrowoughteragh, Toorard and Brodullagh.South, Co. Mayo

Development Description: The proposed project comprises of a wind farm with 13 no. wind turbines and all associated infrastructure including turbine foundations, hardstanding areas, borrow pits, access tracks, an electrical control station (RMU & Switchgear) within the proposed wind farm site and a grid connection to a new 110kV substation outside the proposed wind farm site. The project may also require localised strengthening and widening works along the public road network to facilitate the delivery of turbine components.

A Chara,

Thank you for your recent EIAR Scoping Request which we have reviewed. Uisce Éireann has the following comments for your consideration;

The development is located in surface water Drinking Water Area Catchment for:

- Tuam Regional Water Supply Scheme (RWSS) with the abstraction point located 15 km downstream on Lough Corrib.
- Galway City Council Public Water Supply, with the abstraction point located 26 km downstream on Lough Corrib.

As a result, UÉ requests that the following aspects of water & wastewater services should be addressed in the scope of an EIAR and planning proposals, ahead of submitting your planning application to avoid unnecessary delays;

[redacted]

a) All potential impacts arising from the development proposal on Uisce Éireann's abstraction points must be identified and assessed in the EIAR. This includes the Tuam Regional Water Supply Scheme (RWSS), with the abstraction located approximately 15 km downstream on the Lough Corrib and the Galway City Public Water Supply, with the abstraction located 26 km downstream on Lough Corrib. The assessment will identify the drinking water abstractions as sensitive receptors, identify the Source–pathway–receptor linkages, assess the potential risk and demonstrate how the proposed construction activities will not give rise to deterioration in water quality for these abstraction points.

b) Any other surface water or groundwater abstraction points where a potential hydrological and hydrogeological exists must also be identified and addressed in the EIAR. The EIAR must include and consider all direct, indirect and cumulative effects on the abstraction points.

c) Stormwater Run Off, Hydrocarbons and chemical risk: The potential impacts arising from run off and hydrocarbon during construction, operational and decommissioning phases should be addressed in the planning documents to include mitigations against contaminants entering groundwater and surface waters via hydrological and hydrogeological pathways

d) Mitigations should be proposed for any potential negative impacts on any water source(s) which may be in proximity and included in the EIAR, Construction and Environmental Management Plan, Surface Water Management Plan and any other relevant assessments.

e) An Emergence Response Plan shall be developed to include the Notification and Communication protocol in the event of an environmental incident given the presence of downstream abstraction points.

f) Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.

g) Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.

h) Where the development proposes the backfilling of materials, the applicant is requested to include breakdown of the chemical components of the materials proposed.

i) Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions.

j) Potential impacts of the development on the capacity of water services (i.e. do existing water services have the capacity to cater for the new development) - If your proposals require a connection(s) to either a public water supply or sewage collection system, you are advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoids delays in the consenting process.

k) In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.

l) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.

m) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.

n) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie

o) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.

p) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.

q) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (and resultant potential impact on the capacity of the source) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.

r) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a “protected”/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.

s) Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann’s Standards, Codes and Practices must be achieved. It is the applicant’s responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice. As an applicant you are required to;

t) survey the site to determine the exact location of the public assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. All queries relating to in situ public infrastructure should be directed to diversions@water.ie

u) Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with UÉ Standards & Codes of Practice

v) Where an existing connection is in place, the applicant or developer may be required to enter into a new or revised water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

w) Where new connection(s) are sought, the applicant shall enter into water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

x) Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: https://www.water.ie/business/trade-effluent/about/ . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).

Queries relating to the comments above should be directed to planning@water.ie

EIAR Scoping Requests should be sent to planning@water.ie

Yours sincerely,

[redacted]



Outlook

Re: [redacted] Rooaunalaghta Green Energy project

From [redacted]
Date Tue 23/06/2026 08:43
To Housing [redacted] <[redacted]
Cc [redacted]

1 attachment (553 KB)
[redacted] Rooaunalaghta Green Energy project.pdf;

Good morning [redacted]

I acknowledge and appreciate the response. Thank you.

Warm Regards,

[redacted]

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From: [redacted] <[redacted]@npws.gov.ie>
Sent: Tuesday 23 June 2026 07:54
To: [redacted]
Subject: [redacted]Rooaunalaghta Green Energy project

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A Chara,

Please find attached Nature Conservation and Heritage related observations/recommendations for the above mentioned RED III Wind planning application.

Please acknowledge receipt of the attached letter (as required under Article 29(2) of the Planning & Development Regulations 2001).

You are requested to send any further communications to this Department's Development Applications Unit (DAU) at: [redacted]@npws.gov.ie

Kind regards,

[redacted]
Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman, Y35 AP90
Newtown Road, Wexford, County Wexford, Y35 AP90

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage

Your Ref: Rooaunalaghta Green Energy project
Our Ref: [redacted]
(Please quote in all related correspondence)

23 June 2026

Tobin Consulting Engineers
Block 10-4
Blanchardstown Corporate Park
Dublin 15

Via email: [redacted]

Re: EIAR Scoping Document for the proposed Rooaunalaghta Green Energy Wind Farm project Co. Mayo

A chara

I refer to correspondence dated 20 May 2026 received in connection with the above. Outlined below are heritage-related observations/recommendations co-ordinated by the Development Applications Unit under the stated headings.

Nature Conservation

Greenland white-fronted goose

A flock of Greenland white-fronted goose is known to occur within the vicinity of the application site. The National Parks and Wildlife Service of this Department has records of past feeding activity both within the application site and in the immediate vicinity of the application site. Similarly, the National Parks and Wildlife Service of this Department has historical records of a roosting site for this species at Rostaff turlough approximately 1km to the south of the application site. A flock of Greenland-white fronted goose is currently known to roost at Shrule turlough approximately 3km northeast of the application site. This flock has recently been subject to GPS tracking and was recorded using Inishquin island within the Lough Corrib Special Protection Area (SPA) for which this species is a Qualifying Interest. The application site occurs within the core foraging range, 5 – 8km, for the flock which currently roosts at Shrule turlough[1]. It is also noted that the foraging range for this species in turlough landscapes in Ireland is likely greater due to the dynamic flood regimes during the winter period. The Department recommends that a data request[2] is made to the National Parks and Wildlife Service of this Department in relation to any data associated with the flocks of Greenland white-fronted within the surrounding area to provide context to the assessment in the Environmental Impact Assessment Report (EIAR).

[1] Scottish Natural Heritage (2016) Assessing Connectivity with Special Protection Areas (SPAs)
[2] https://www.npws.ie/maps-and-data/sensitive-data-access

The Department recommends that Greenland white-fronted goose is treated as a target species for both the vantage point surveys and the distribution and abundance surveys. Vantage point surveys should be undertaken to include dawn and dusk to capture any flights from roosting sites to feeding areas.[3] Furthermore, flocks of Greenland white-fronted goose are known to undertake nocturnal flight activity[4]. Consequently, the Department recommends that nocturnal surveys are undertaken using a combination of night vision aids and acoustic monitoring to help determine whether there is any such flight activity within or through the application site at night. If any such activity is recorded, or where it remains uncertain, a '*nocturnal activity factor'* should be placed on the outputs of the collision mortality model to account for nocturnal activity with the assumption that such flights occur within the collision risk zone unless this can be demonstrated otherwise[5]. The Department also recommends that roost surveys for this species are undertaken at any potential roosts within 1km of the application site, namely the historic root at Rostaff turlough to the south of the application site, to confirm whether it is still used by this species or not. The Department also recommends that feeding distribution surveys for this species are undertaken within 500m of the application site boundary using a combination of transects, and surveys for geese droppings, following best practice[6].

Limestone Pavement

The Department notes that areas of the Annex I priority habitat limestone pavement (8140) may occur within the application site. The Department recommends that this habitat is surveyed accordingly and, following the mitigation hierarchy, are avoided where possible. The Department recommends that the characterisation of these areas should follow the methodologies outlined in the *National survey of limestone pavement and associated habitats in Ireland* (NPWS, 2013)[7]. This should include the use of the classification system and the condition assessment therein. In order to determine the relative value/significance of any areas of limestone pavement within the application site (i.e. whether they are nationally, regionally, or locally significant) consideration should be given to its current extent and condition, its potential for restoration, but also contextual information such as where the habitat within the site occurs within the range of this habitat national (as any changes/impacts to the range of the habitat may be nationally significant). Similarly, reference should be made to the current conservation status of the habitat at a national level to provide context for the

[3] NatureScot (2025) Recommended bird survey methods to inform impact assessment of onshore windfarms

[4] Griffin, L.R., Burrell, E.M., Harrison, A.L., Mitchell, C. & Hilton, G.M. 2020. Conservation management of Greenland white-fronted geese *Anser albifrons flavirostris* on Islay, Scotland. Scottish Natural Heritage Research Report No. 912.

[5] NatureScot (2024) Guidance on using an updated collision risk model to assess bird collision risk at onshore wind farms

[6] NatureScot (2025) Recommended bird survey methods to inform impact assessment of onshore windfarms

[7] Wilson, S. & Fernández, F. (2013) National survey of limestone pavement and associated habitats in
Ireland. Irish Wildlife Manuals, No. 73. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht, Ireland.

relative significance of the areas of this habitat within the site and any impacts thereon. The Department also recommends, as means to characterise the relative significance of limestone pavement within the applications site within the EIAR, the methods outlined for the ranking of potential Natural Heritage Area sites using conservation and threat scores within the *National survey of limestone pavement and associated habitats in Ireland* (NPWS, 2013)[8]

Flora protection order and threatened plant species

The Cloughmoyne Special Area of Conservations (SAC) adjoins the application site. The Site Specific Conservation Objectives document for this site[9] makes reference to a number of threatened plant species that occur within the limestone pavement, and/or associated habitats, within the SAC, namely the Flora (Protection) Order (FPO) listed and Critically Endangered limestone fern *Gymnocarpium robertianum*, the FPO listed and Vulnerable wood bitter-vetch *Vicia orobus*, the Vulnerable green-winged orchid *Anacamptis morio* and the Near Threatened species spring gentian Gentiana verna, autumn gentian *G. amarella*, field gentian *G. campestris* and dense-flowered orchid *Neotinea maculata*. The Department notes that the application site may contain habitats that are suitable for these species and as such botanical surveys should be undertaken by a suitably qualified botanist during the relevant flowering/identification periods to facilitate identification of these species within the applications site should they occur there.

Archaeology

The information provided was not sufficiently detailed to allow for a full assessment of the archaeological implications of this proposal, however the Department notes that an Archaeological Impact Assessment (AIA) is scoped into the proposed EIA process as part of the overall Cultural Heritage Impact Assessment (CHIA) of the proposed development and that it will be carried out by a suitably qualified Consultant Archaeologist.

Planning & Design

In order to assess the impacts of this extensive wind farm development, this Department recommends that Archaeological Impact Assessment (AIA) should be carried out at an early stage of planning and design. The AIA must incorporate all lands on which development may be proposed, including but not limited to, access areas, haul roads, temporary compounds, borrow areas, cable array/connection routes, etc. The AIA must include an assessment of the possible effects of the proposal on the wider archaeological landscape. It is of importance that the study area for the AIA should be of sufficient size and extent to support this.

Section 171 of the *Historic and Archaeological Heritage and Miscellaneous Provision Act* (2023)—as commenced by S.I. No. 252/2024—requires that public or local authorities have regard to historic heritage in the performance of their functions, this includes in relation to

[8] Ibid
[9] NPWS (2019) Conservation Objectives: Cloughmoyne SAC 000479. Version 1. National Parks and Wildlife Service, Department of Culture, Heritage and the Gaeltacht.



decision-making on proposed developments. A suitable comprehensive AIA—properly integrated within a similarly comprehensive Environmental Impact Assessment Report (EIAR)—will support informed decision-making.

The Archaeological Impact Assessment must include:

- A baseline archaeological and historical study comprising site inspection/s by a suitably qualified Archaeologist and documentary research including reviews of historical, cartographic and aerial photography sources.
- Walkover surveys and field inspections
- An Archaeological/Historic Landscape study.
- Visual Impact Assessment
- The desk-study and field inspection regime should inform:
    - Targeted non-intrusive advance geophysical survey or prospection (such as Resistivity, Magnetometer or Ground Penetrating Radar Surveys)
    - Targeted advance archaeological test excavation
- Any and all intrusive advance investigations (such as, but not limited to, ground investigations for soils/geology/hydrogeology) carried out as part of the EIA or design process should be subject to a programme of archaeological monitoring by a suitably qualified archaeologist

Comprehensive assessment is required in order to fully characterise the archaeological potential of the lands proposed for development and allow a clear and comprehensive archaeological impact statement to be made. The results of these investigations should inform the EIA process and be incorporated within the EIA Report. This Department is happy to provide further advice and clarification as and if required in relation to the preparation of suitably comprehensive assessments as outlined above, with particular regard to the scope and locations for any advance non-intrusive prospection, advance peatland surveys or advance test excavation that would be appropriate to inform the assessment of this proposed scheme.

Assessment of Potential Effects

The AIA/EIAR must include an archaeological impact statement and present appropriate mitigation to ensure the protection of the archaeological heritage. It should set out the likely effects of the proposed development at all stages—Construction, Operation and Decommissioning. It is of particular importance that the likely effects of the proposal at decommissioning stage are fully assessed, particularly where the AIA/EIAR identifies

vulnerable heritage assets located in proximity to the proposed development site (PDS) and the mitigation measures for Construction and Operation phases include protective measures for the preservation in situ of these assets. It is possible that similar protective measures (such as demarcated exclusion zones) may be required at Decommissioning phase to avoid negative effects to such sites.

National policy as detailed in *Framework and Principles for the Protection of the Archaeological Heritage* (Government of Ireland, 1999) is that there should always be a presumption in favour of avoiding developmental impacts on the archaeological heritage.

Direct Effects

The AIA/EIAR must include assessment of any potential for direct impacts on the archaeological resource, including previously unrecorded archaeological remains which may have no above-ground expression. The results of appropriate non-intrusive advance and archaeological test excavation will assist in this regard. It is noted that a number of known archaeological sites listed in the Record of Monuments and Places (RMP) are located immediately adjacent to the PDS and may be vulnerable to direct impacts. These Recorded Monuments are subject to statutory protection under section 12 of the National Monuments Act 1930-2014.

In this regard this Department would like to highlight MA123-036---- (Ringfort – cashel), MA123-037---- (Enclosure), MA123-038---- (Field system) and MA123-041001- (Hillfort) which are all located within or partially within the PDS. In particular, the proposed layout (Figure 1–2) shows an access road, proposed piece of infrastructure and possibly also Turbine 8 located within the defined constraint area for MA123-038---- (Field system)—see Record of Monuments and Places Map Sheet 123 for Co. Mayo. It is possible that direct negative effects to this site may result and this must be addressed in the assessment.

Indirect Effects

In addition to mitigating potential for physical impacts on the archaeological heritage, careful consideration should also be given in design to the potential for impacts on the setting and amenity of recorded monuments and the landscape/s in which they are situated. In this respect, it should be noted that in addition to site-specific vulnerabilities to impact on setting many monument types–for example prehistoric monuments such as Standing Stone Alignments, Standing Stone Rows, Single Standing Stones, as well as some megalithic tombs—are often considered to represent a wide area of associated archaeological settlement and activity. As a result, the bunding/stockpiling of materials, intrusion into viewsheds or other characteristics of a development may have a negative visual impact on such monuments and may diminish or interrupt alignment views and alter key aspects of their original function and layout.

A detailed Archaeological/Historic Landscape Study and Visual Impact Assessment should be prepared as part of the AIA/EIA process. These should:

- Set out the key characteristics of the monument(s) and its surroundings that contribute to its setting (including inter-visibility, commonality, etc.) and the degree to which this setting is integral to the significance and appreciation of the monument.

- Assess the effects of the development—both positive and negative—on these key characteristics. The development should be considered in terms of its location and siting relative to the monument as well as its form, appearance and permanence.

- Be supported by appropriate illustrations of the monument, its setting and the development.

The size of the study area is a key factor to ensuring the indirect effects are appropriately assessed. It is also important that there is coordination and collaboration between the archaeological consultant preparing the AIA and the consultant(s) who are preparing the Landscape and Visual Impact Assessment (LVIA) for the proposal as impacts to the setting vulnerable sites may need to be jointly assessed.

In that regard, this Department notes that the following National Monuments in the Ownership or Guardianship of the Minister are located within c. 10km of the PDS:

- Killursa Church (NM231; RMP GA041-045----)

- Ross Errily Abbey (NM50; RMP GA041-047----)

- Kinlough Castle (NM95; RMP MA123-047----)

- Shrule Abbey (NM95; RMP MA122A005001-)

- Ballymacgibbon Cairn (NM251; RMP MA121-090----)

- Caherduff Castle (NM244; RMP MA121-088----)

- The Gods of the Neale designed landscape (NM359; RMP MA121-004001-)

- Glebe stone circle (NM146; RMP MA120-045----)

- Kelly's Cave (NM413; RMP MA120-050----)

- Cong Priory (NM432; RMP MA120-053001-)

- Cahernabrock Ringfort (PO 9/1983; RMP MA123-018001-)

Recorded Monument MA123-041001- (Hillfort) located partially within the PDS is also a site of a type with particular vulnerability to impacts on setting as landscape dominance is a key characteristic of hillfort-type sites.

Notwithstanding the above, the Department awaits the submission of this assessment before commenting further.

You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@npws.gov.ie, or to the following address:

The Manager
Development Applications Unit (DAU)
Government Offices
Newtown Road
Wexford
Y35 AP90

Is mise, le meas

[redacted]

Outlook

FW: Rooaunalaghta Green Energy project

From [redacted]
Date Fri 29/05/2026 12:14
To [redacted]

2 attachments (3 MB)
Office of Public Works (OPW).pdf; 11981 Rooaunalaghta WF - EIAR Scoping Report.pdf;

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Hi [redacted]

Please see comments from regional engineer below.

I refer to your email dated 20/05/2026 in relation to the above project seeking comments or observations from this office.

We would make the following comments.

If any new culverts or bridges (or modifications to any existing culverts or bridges) are required to cross watercourses as part of the development or on proposed or existing access roads to serve or access the development, you should be aware that these require consent from the Commissioners of Public Works. This is a requirement of Section 50 of the Arterial Drainage Act of 1945 as amended.

Further information on the process including copies of the appropriate application form and brochure are available on our website at
https://www.gov.ie/en/publication/957aa7-consent-requirements-constructionalteration-of-watercourse-infrastru/

Please note that, in the context of seeking consent under Section 50, the current required design standard for bridges or culverts is based on the flood with an annual exceedance probability of 1% (often referred to as the 100 year flood), increased by 20% to cater for the effects of Climate Change. Bridges or culverts are required to be able to convey this design flood without significantly altering the hydraulic characteristics of the watercourse – further details on this issue are available in the brochure and can be clarified depending on the circumstances of any particular proposed bridge or culvert.

You should be aware that a grant of Planning Permission by a planning authority for a development which contains bridges or culverts does not confer section 50 consent on the applicant, nor does it absolve the applicant from the requirement to obtain such consent from the Commissioners.

With regard to any proposed Grid Connection Route which may cross several water courses, if the cable and ducting are to be buried in the road, as they cross bridges over the water courses, and there is no interference with the opening in the bridge spanning the watercourse, then there is no issue. On the other hand, if it is proposed to pass the cable in its ducting through the opening of any bridge or culvert, this would be considered to be a modification of a bridge and it would require the consent of the Commissioners under Section 50 as mentioned above. Similarly, if it is proposed to carry the cable in its ducting across watercourses on new support structures spanning the watercourses, these should be treated as if they are bridges, and the consent of the commissioners under Section 50 should be obtained. If the cable and ducting is to be buried under the natural bed of the watercourses being crossed, Section 50 would not apply, and we would recommend that the duct be buried a sufficient distance below the natural bed to allow for erosion and mobility of the stream bed.

We would recommend that a flood risk assessment be carried out with regard to the proposed development and its construction. This should consider all sources, pathways and receptors of flood risk. This should be carried out in accordance with the principles set out in the guideline document "The Planning System and Flood Risk Management" as published by the Minister for the Environment, Heritage and Local Government and the Office of Public Works. Please be aware that this is a separate issue from the requirement to obtain Section 50 consent as mentioned above.

In terms of the preparation of an EIA, the matters referred to above principally relate to the Hydrology Section, and the Risk of Flooding on a development such as this can impact on Landscape (e.g. landslides that have been reported in recent years), Infrastructure (roads and bridges) and people and their homes, among other things. The aim of the Section 50 process, and the Flood Risk Assessment which is recommended would be to mitigate any increased risk of flooding and the consequences of same, as arising from the proposed development.

Please use the reference number 146-2026 in any further correspondence with the office on this matter.

Kind Regards,

[redacted]

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From [redacted]
Sent: Wednesday 20 May 2026 11:57
To: Info Opw <info@opw.ie>
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

Aire: Tháinig an ríomhphost seo ó lasmuigh den OPW. Ná cliceáil ar aon naisc nó ná hoscail ceangaltáin mura n-aithníonn tú an seoltóir. Má tá amhras ort, tuairiscigh an ríomhphost chuig an ***Deasc Chabhrach TFC*** agus déan teagmháil le ***Cibearshlándáil.***
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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

[redacted]

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2022 Engineers Ireland Awards Winner: CPD Employer of the Year
2022 Association of Consulting Engineers of Ireland Awards Winner: Innovation
2020 Association of Consulting Engineers of Ireland Awards Winner: Project Management
2019 Association of Consulting Engineers of Ireland Awards Winner: Design Excellence (Structures)

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Outlook

Re: [redacted] - Rooaunalaghta Green Energy project Mayo

From [redacted]
Date Fri 29/05/2026 16:03
To INFO <Information@tii.ie>

Dear [redacted]

Thank you, I acknowledge and appreciate the response.

Warm Regards,

[redacted]

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From: INFO <Information@tii.ie>
Sent: Tuesday 26 May 2026 10:12
To: [redacted]
Subject: [redacted] - Rooaunalaghta Green Energy project Mayo

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Dear [redacted]

Thank you for your correspondence of 20 May 2026 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 adopted by TII in making such submissions or comments seeks to uphold official policy, as outlined in the Department of the Environment, Community and Local Government (DoECLG) Guidelines, 'Spatial Planning and National Roads Guidelines for Planning Authorities' (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 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 Road 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 a 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.

• 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 (March, 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 (National Roads Authority (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 (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the National Road Network and junctions of lower category roads with national roads.

In relation to national roads, TII requires that 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, whether wind turbine components or substation components, separate structure approvals/permits and other licences may be required in connection with the proposed haul route.

All national road structures on the haul route through all the relevant County Council administrative areas should be checked by the 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.

An abnormal load is defined as anything above 46 tonnes and below 180 tonnes, any load above 180 tonnes, represents an 'Exceptional Abnormal Load' ('EAL'). All structures to be crossed will need a full structural assessment by the developer in accordance with TII Publication 'The Assessment of Road Bridges and Structures' to verify that they can sustain any 'EAL' load safely and without any damage. Reference should be made to Department of Transport Circular RW18 of 2024 ('Exceptional Abnormal Loads') in that regard.

In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length', 'width' or 'height' 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 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.

• 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 the Councils relevant Project Teams/National Roads Design Office with regard to locations of existing and future 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 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'.

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)' and the update Circular RW 05 of 2026, both of which can are available at the following location.

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.

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.

Yours sincerely,

_____

[redacted]



From: [redacted]
Sent: Wednesday 20 May 2026 13:15
To: [redacted]
Cc:
Subject: Rooaunalaghta Green Energy project

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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

Warm Regards,

[redacted]

From: Transport GCU <[redacted]
Sent: Tuesday 30 June 2026 12:50
To: [redacted]
Cc: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>; [redacted]
Subject: FW: Rooaunalaghta Green Energy project

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Good afternoon,

Please find attached for your consideration submission from Department of Transport in relation to the proposed Rooaunalaghta Green Energy Project in Co. Mayo.

Kind regards

[redacted]

From: [redacted]
Sent: Wednesday 20 May 2026 09:50
To: Transport Department of Transport <info@transport.gov.ie>
Cc: [redacted]
Subject: Rooaunalaghta Green Energy project

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To whom it may concern,

Please find attached a Cover Letter and associated EIAR Scoping Document for the proposed Rooaunalaghta Green Energy project in Co. Mayo.

Please review and forward on any comments or feedback if required as soon as possible, or by *June 30th*, 2026.

An Roinn Iompair
Department of Transport

TOBIN
Block 10-4
Blanchardstown Corporate Park
Dublin
D15 X98N

30th June 2026

Re: Proposed Rooaunalaghta Green Energy Project, Co. Mayo – Scoping

The Department of Transport welcomes the opportunity to provide observations on the Scoping Report for the Proposed Rooaunalaghta Green Energy Project.

It should be noted that 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 National, Regional and Local Road network.

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'. Having regard to the measures identified in CAP24 and the information in relation to grid routing included in the subject application, the Department recommends that there is a requirement that the Board establish that the routing proposed represents the 'optimal solution'.

The Rooaunalaghta Green Energy Project EIA Scoping Report proposes looking at limited grid connection options and is adopting a road only approach and therefore a robust assessment cannot be undertaken to establish an optimal grid connection solution.

Lána Líosain, Baile Átha Cliath, D02 TR60, Éire
Leeson Lane, Dublin 2, D02 TR60, Ireland
T +353 1 6707444 | info@transport.gov.ie
www.gov.ie/transport

The Department consider it important that the examination of the proposal should include consideration of the following:

- Examination of all available technologies including both Overhead Line (OHL) and Underground Cable (UGC) options (or combinations of both) and route options other than the routing of cables along the public road to ensure the best performing route and technology option is selected, (ensuring compliance with CAP24). The public road should only be considered following a robust MCA determining the optimal solution including examining the most linear solutions,
- Examination of options for connection to the national grid network at a point closer to the wind farm in order to reduce the adverse impact on public roads,

In terms of detailed design of any cable routing impacting the public road network, without prejudice and in accordance with DoT 'Interim Guidelines', the Department would recommend the following conditions should be applied to any grant of permission that includes the laying of high voltage electricity cable in the road network where that routing is identified as the 'optimal solution' following a robust grid connection selection process;

1. Prior to commencement of development, engagement with the planning authority should discuss and agree the route for the HV Cable(s) to identify/agree the routing 'optimal solution' along with the associated requirements for traffic management, road opening licencing, times of work, reinstatement, positioning of chambers/ joint bays etc.
2. A condition requiring the developer to, at a minimum, comply with all appropriate standards and, inter alia the Guidelines for Managing Openings in Public Roads, 2017 in order to ensure orderly development.
3. Electricity cabling shall be laid off carriageway where feasible.

4. Wherever possible, joint bay structures are best located off the carriageway in verges, open spaces, or adjacent sites; and where they must be under carriageway, joint bay structures will be to accepted design standards.

5. High/medium voltage transmission underground cables should not be sited on or attached to existing roads structures, masonry bridges/ culverts and the like.

6. A condition requiring that the location of the cables would be recorded as exactly as possible, using BIM type technology, so as to facilitate the further use of road space for utilities and the maintenance/construction of the public road by the Roads authority. This record should include as constructed surveys of all infrastructure altered, added, removed or relocated and exact detail of the road construction including any drains or other features encountered. The record should be lodged with the local authority and with the ESB Networks for retention on their records.

7. A condition requiring the replacement of culverts that have been excavated during the cable duct placement operation. The replacement culverts should be designed appropriately and include an allowance for the effects of climate change.

8. A condition requiring the developer to notify the Roads Authority of the owner of the cables (Owner) and the controller (Power Controller) of the power transmitted along the cables. In addition, the condition should require Owner and Power Controller to notify the Roads Authority of any change in ownership of the cables or change of Power Controller transmitting power along the cables. In all instances the Owner and Power Controller should be required to maintain an agreed contacts list with the Roads Authority.

9. A condition requiring the developer to set out the process for cable installations to be included on the **Dial Before you Dig** system, where collector cable networks, 33kv installations. or contestable electricity development is proposed to be provided in the public road and will not (or likely will not) be taken into charge by the Distribution Network Operator (ESBN) or the Transmission Network Operator (Eirgrid). This is essential for public safety.

In this regard, please refer to Department of Transport Circular RW 05 of 2026 and the 'Interim Guidance to Road Authorities Version 2 (placement of Medium or High Voltage electricity assets)' which can be accessed at:

https://www.gov.ie/en/department-of-transport/publications/electricity-transmission-infrastructure-development-roads-sector-engagement-framework-interim-guidance/

Notwithstanding, in relation to proposed works utilising the public road network, as part of the grid connection routing, it is the Departments opinion that the proposed routing must be undertaken in a manner to avoid the potential to impact on future maintenance, improvement and operation of the road network in this area.

Central Policy, Coordination and Reform

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