

OBSERVATION/SUBMISSION TO PLANNING APPLICATION

Case Reference: 324162

Assumpta Loughran,

Winterton,

Knocknacreeva,

Athenry

Galway

H65XR15

To: An Coimisiún Pleanála

64 Marlborough Street

Dublin 1

D01 V902

Date: 26th May 2026

**Re: Observation to the proposed development of a 220kV substation,
telecommunications mast and underground electricity cable infrastructure with
associated works.**

Location: Rathmorrissey, Pollnagroagh, Moanbaun, Castlelambert, Knocknacreeva,
Caraunduff, Caherbriskaun, Lisheenkyle East, Barrettspark and Cashla (Townlands),
Athenry, Co. Galway

Applicant: Bord Gáis Energy Limited

Dear Sir/Madam,

I am a resident of the local area and a close family member of elderly residents living directly along the proposed grid connection route associated with planning application reference 324162. Several years ago, I made the decision to return home from Athlone with my three children in order to leave behind the pressures and industrialised environment of a busy town and instead raise my family within the rural surroundings, community and quality of life that this area provides.

I am writing to formally object to the proposed development and respectfully request that An Coimisiún Pleanála refuse planning permission in its entirety.

Although this application relates specifically to the proposed substation and associated grid infrastructure, these elements form part of the wider connected Cashla Peaker Project and associated energy infrastructure proposed within the area. I previously submitted an objection in relation to planning application reference 324113 associated with the wider Cashla Peaker Project.

In my view, the proposed grid infrastructure, substation development and associated energy infrastructure form part of a single integrated project and should be assessed cumulatively rather than as separate standalone developments. I remain concerned that the practical environmental, residential, traffic, biodiversity and infrastructure impacts experienced by residents arise from the cumulative interaction of these connected developments rather than from any individual planning application viewed in isolation.

This proposed development would have serious and lasting impacts not only on my elderly parents and wider family, but also on neighbouring residents, local biodiversity and the established rural character of the area. My concerns relate to the cumulative impacts of prolonged construction activity, traffic disruption, noise, vibration, biodiversity loss, emergency access concerns, impacts on vulnerable residents and the introduction of industrial-scale infrastructure into an established rural and residential environment.

Concerns Regarding Human Health, Vulnerable Residents & Emergency Access

My elderly parents live directly along the proposed cable route in an old family home that has been occupied by our family for generations.

Both are medically vulnerable and heavily reliant on uninterrupted access, electricity supply, telecommunications services, and emergency response systems. One relies on a stair lift, while the other has a pacemaker and relies on ongoing cardiac monitoring equipment. They also depend on monitored panic buttons and emergency response services connected through telecommunications and electricity infrastructure.

In addition to emergency access concerns, modern cardiac monitoring systems can depend on a combination of electricity supply, telecommunications infrastructure, mobile signal, broadband, Bluetooth connectivity, and internet services in order to function correctly and transmit medical information to healthcare providers.

This is particularly relevant where residents rely on cardiac monitoring devices, remote monitoring systems, or implantable cardiac devices linked to monitoring applications or bedside communication units.

I am concerned that the applicant's assessment focuses primarily on the physical movement of emergency vehicles along roads, while failing to properly assess the wider dependency vulnerable residents may have on uninterrupted electricity supply, telecommunications services, broadband connectivity, and remote medical monitoring systems.

In reality, the risks associated with prolonged construction activity, utility disruption, traffic restrictions and communication failures cannot be viewed in isolation. A medically vulnerable resident may simultaneously face reduced monitoring reliability, interruption to communications, reduced ability to seek assistance, and delayed emergency response access.

While the EIAR refers generally to emergency access arrangements during construction works, these appear to be generic construction mitigation measures rather than resident-specific human health assessments. There is no evidence that medically vulnerable households along the route

have been individually identified, consulted, or provided with dedicated emergency access or utility continuity plans.

There is also no evidence that emergency services, carers, utility providers, or healthcare support personnel have been provided with property-specific access arrangements for different phases of the proposed works. No clear contact arrangements, emergency liaison procedures or resident-specific contingency plans appear to have been provided for vulnerable households potentially affected by prolonged construction activity.

The risk is not confined solely to formal 999 or 112 emergencies. Elderly and medically vulnerable residents may also depend on timely access by carers, public health nurses, family members, GP services, pharmacy deliveries, telecommunications repair crews, electricity repair services, and other support providers whose access may also be affected by road restrictions and prolonged construction activity.

I am also concerned about the capacity and resilience of emergency response services available within the wider area in the event of a serious incident associated with major infrastructure works, utility failures, fire, traffic accidents, or industrial-related emergencies.

While Athenry Fire Station is a modern and recently developed facility serving the local area, Galway Fire and Rescue Service confirms that Athenry Fire Station operates on a retained part-time basis rather than a full-time station.

Recent fire incidents associated with battery-related industrial facilities in the wider Galway area, including the major incident at Xerotech (lithium battery production plant) in Claregalway, demonstrate the pressures and complexity involved in responding to modern industrial and energy-related emergencies. Firefighters who attended the scene were later treated in hospital after reporting that they felt unwell, and media and local news reporting has indicated that some personnel remain on sick leave while Athenry Fire Station has experienced operational disruption following the incident.

Given the scale of the proposed infrastructure works, the proximity to homes and vulnerable residents, the presence of nearby gas infrastructure, and the increasing concentration of energy-related infrastructure within rural communities, I do not believe sufficient consideration has

been given to the practical realities of emergency response capacity, response times, resource availability, or cumulative emergency-service pressures within the area.

Many rural communities rely heavily on retained emergency services and support from neighbouring stations, including services travelling from Galway City and other surrounding locations when local resources are unavailable or already committed elsewhere. In my view, a precautionary approach should therefore apply in relation to construction safety, emergency planning, and infrastructure-related risk within established rural communities.

In my view, the human-health assessment should consider the practical reality of how vulnerable residents live within the wider community network and not simply the immediate construction footprint or road closure section.

Despite the obvious vulnerability of elderly residents living directly along the route, nobody acting on behalf of the applicant has visited their home to assess their medical needs, emergency access requirements, or reliance on assisted living and emergency response systems. No clear contingency measures or emergency access arrangements have been outlined in the event of a medical emergency during the proposed construction works.

I am deeply concerned that road closures, stop/go systems, trenching works, heavy construction traffic, excavation activity, or service interruptions could delay ambulances, carers, emergency responders, or community support services attempting to access their home. I am also concerned about potential disruption to telecommunications and electricity services supporting panic buttons, monitored emergency systems, cardiac monitoring equipment, and other medically necessary devices relied upon by elderly residents along the route.

As elderly residents with ongoing cardiac health concerns, there is also concern regarding the lack of clear assessment relating to potential electromagnetic field (EMF) exposure arising from the proposed electrical infrastructure and any possible implications for residents relying on pacemakers, cardiac monitoring devices, and other medically necessary equipment.

I am also concerned about the potential impact associated with emissions and air quality arising from the wider connected development, particularly in relation to nearby residents, children, older persons, and individuals with respiratory or cardiac health conditions.

Historical, Cultural Heritage & Biodiversity Concerns

Our family has deep roots in this area extending back generations. The surrounding area is not simply land affected by proposed infrastructure works, but forms part of the historical, environmental, and cultural identity of the local community.

Of particular concern are the many mature trees and hedgerows located along the proposed route and around the proposed joint bay area. These trees form an important part of the established rural landscape, biodiversity network, and cultural heritage of the area.



Figure 1 - Mature roadside tree and established hedgerow corridor located along a constrained rural road within the receiving environment, illustrating the ecological connectivity, biodiversity value and long-established rural landscape character potentially affected by trenching works, joint bay construction and associated underground cable infrastructure activity.

I am also concerned that the ecological assessment carried out in support of the application appears incomplete and insufficiently detailed for a project of this scale and extent.

I note that the Department of Housing, Local Government and Heritage, in its observations (peaker plant – ACP Ref: 324113) regarding the wider connected Cashla Peaker Project, stated that it could not be concluded “*beyond reasonable scientific doubt*” that the proposed development would not adversely affect the integrity of European sites, either alone or in combination with other plans and projects. The Department also identified concerns regarding hydrological connectivity, ecological survey scope, bat assessment methodology, and the absence of a bat-specific lighting impact assessment.

In circumstances where scientific uncertainty remains regarding ecological impacts, hydrological connectivity and protected species disturbance, I believe a precautionary approach should apply in accordance with the requirements of the Habitats Directive.

I am also concerned that extensive permanent lighting infrastructure associated with the wider connected development may affect bats, hedgerow corridors, and nocturnal wildlife within the surrounding rural environment. The Department of Housing identified the absence of a bat-specific lighting impact assessment as a significant deficiency within the ecological assessment process.

The Tree Survey Report confirms that the proposed underground cable route passes numerous trees, hedgerows, tree groups, and woodland features between the main facility and Cashla Substation, including tree groups, woodland areas, roadside hedgerows, and mature roadside trees located along the route. However, the report also acknowledges that trees on private property were not directly accessed and that many roadside trees were not plotted using full topographical survey methods, meaning their positions are only indicative. This creates uncertainty regarding the true extent of potential impacts on mature trees, root protection areas, and roadside biodiversity features.



Figure 2 - Narrow rural road corridor enclosed by mature hedgerows and dense roadside vegetation within the receiving environment, illustrating constrained carriageway width, limited verge capacity and the ecological connectivity features potentially affected by prolonged trenching works, traffic management activity and underground cable infrastructure construction.

Despite this, the EIAR appears to rely largely on a general statement that vegetation clearance would occur outside the bird nesting season. In my view, this is wholly inadequate for an 8.1km cable route involving roadside hedgerows, mature trees, woodland edges, joint bays, HDD areas, road verges, and possible sightline clearance works.

In my view, insufficient information has been provided regarding the full extent of vegetation removal, root disturbance, hedgerow impacts, biodiversity loss, or landowner consent requirements associated with these works.

In my view, a full route-specific assessment should have been carried out in relation to nesting birds, hedgerows, mature trees, bat activity, biodiversity impacts, and landowner consent before any permission is considered.

In my view, these established roadside habitats are likely to support bat commuting and foraging activity throughout the wider rural landscape.

I am also concerned that no detailed bat survey appears to have been carried out specifically along the full underground cable route itself, notwithstanding the extent of roadside hedgerows, mature trees, treelines and ecological corridors potentially affected by trenching works, joint bays, HDD activity and associated construction disturbance.

Many of these mature trees and boundary features have existed for generations and contribute significantly to the character, history, and visual identity of the local landscape. They also provide valuable habitat and ecological value for birds, pollinators, and local wildlife.

I am deeply concerned about the potential impact that the proposed joint bay excavation works, underground cable installation, trenching operations, vibration, and heavy construction activity could have on the root systems and long-term survival of mature trees located along the route.

Established motorway landscape planting and mature roadside vegetation within the area now form part of the long-established rural landscape character, ecological connectivity and environmental buffering experienced throughout the receiving environment.

These established hedgerows, treelines and planting corridors also function as ecological connectivity features supporting bat commuting, bird movement and wider biodiversity throughout the surrounding rural landscape.

The application documentation does not provide sufficient reassurance regarding how tree roots, biodiversity features, surrounding ground conditions, and historically important landscape features will be protected during construction works.

Given the scale of excavation proposed for the joint bay and associated underground infrastructure, I believe there is a significant risk of long-term damage to mature trees and

roadside vegetation. Once damage occurs to root systems and established trees, it cannot easily be reversed. *The proposed Joint Bay 6 is located within the area illustrated in Figure 1.*

The loss or decline of mature trees and hedgerows along the route would represent not only an environmental and biodiversity loss, but also a loss to the heritage, rural landscape character, and identity of the area.

I am also concerned regarding the long-term landscape reinstatement and ongoing maintenance responsibilities following completion of the proposed works. In my view, the cumulative impact of vegetation disturbance, hedgerow removal, excavation activity, and infrastructure works could have a lasting effect on the visual amenity, biodiversity value, and rural landscape character of the surrounding area.

Concerns Regarding My Own Home

My home is situated close to the proposed grid connection route, and I remain deeply concerned about the likely impacts of prolonged construction activity and industrial-scale infrastructure works in such close proximity to residential properties.

I am concerned about prolonged noise, vibration, excavation works, heavy construction traffic, visual intrusion, road disruption, and the cumulative impact that these works would have on residential amenity, quality of life, and the enjoyment of my home.

Given the proximity of the proposed works to residential properties along the route, I do not believe sufficient consideration has been given to the cumulative impact on nearby residents and family life over an extended construction period.

I also believe independent pre-construction and post-construction structural condition surveys should be carried out in relation to nearby residential properties potentially affected by trenching works, excavation activity, vibration, heavy construction traffic and prolonged infrastructure works. In my view, no construction activity should commence until baseline structural conditions have been properly documented and independently verified.

I am deeply concerned that the scale and character of the proposed infrastructure would fundamentally alter the quiet rural setting and residential amenity that attracted my family back to the area.

Gas Infrastructure & Safety Concerns

I am also concerned about the presence and proximity of existing gas infrastructure in the vicinity of my home and the potential interaction between this infrastructure and the proposed underground grid connection works. The proposed works would take place in close proximity to existing gas infrastructure located approximately 34 metres from my home.



Figure 3 - Approximate proximity between existing residential properties and nearby gas infrastructure within the receiving environment, illustrating the close relationship between established homes, constrained rural roads and existing strategic utility infrastructure in the vicinity of the proposed underground cable corridor and associated construction works.

Given the scale of the proposed excavation, trenching, underground cable installation, joint bay works, heavy machinery activity, and roadworks along the route, I am concerned about the potential risks associated with construction activity taking place in close proximity to existing gas infrastructure serving nearby properties and the wider area.

In my view, insufficient information has been provided regarding how existing underground utilities and gas infrastructure will be identified, protected, monitored, and safeguarded throughout the construction period.

The cumulative presence of major electrical infrastructure, excavation works, heavy construction activity, and nearby gas infrastructure raises additional concerns regarding public safety, emergency response planning, and potential service disruption for residents living in close proximity to the proposed works.

Given the cumulative presence of existing gas infrastructure, major underground electrical works, excavation activity, and heavy machinery operations within close proximity to residential properties, I believe a precautionary approach should apply in relation to construction safety, infrastructure interaction, and long-term residential suitability.

I am concerned that the cumulative concentration of gas infrastructure, electrical infrastructure, road occupation and associated industrial activity within this established rural environment has not been assessed in a sufficiently integrated manner.

Given the proximity of the proposed route to residential properties, I do not believe the application documentation adequately addresses the potential risks, contingency measures, or emergency procedures associated with construction activity occurring near existing gas infrastructure.

As a nearby resident, I am concerned about the possible impact on residential safety, access, and quality of life throughout the prolonged construction period.

Future Residential Development Concerns

In addition to the immediate impacts on my home and residential amenity, I am also concerned about the long-term implications this proposed infrastructure may have for the future use and development potential of family lands located beside my house.

There is also a site adjoining my home where I would hope my son may one day build a family home and continue living within the local community. Like many rural families, we would hope future generations could remain living close to family and maintain long-standing local connections to the area.

I am concerned that the cumulative presence of major underground electrical infrastructure, nearby gas infrastructure, joint bays, excavation works, and industrial-scale development activity could negatively affect the future residential suitability, attractiveness, and long-term development potential of this adjoining family site.

The existing gas line is located approximately 12 metres from the boundary of the property, while the proposed grid infrastructure would introduce additional industrial infrastructure in close proximity to residential lands and homes. In my view, insufficient consideration has been given to the cumulative long-term implications this may have for residential safety, future planning potential, rural family settlement, and the long-term character of the area.



Figure 4 - Approximate proximity between an existing gas line and adjoining family lands identified for potential future residential development, illustrating the cumulative concentration of strategic utility infrastructure within close proximity to established and future rural residential areas.

In my view, insufficient consideration has been given to the cumulative long-term impact this development may have on future generations, rural family settlement patterns, and the ability of local families to continue living and building within their own communities.

I am concerned that the cumulative concentration of industrial and utility infrastructure within close proximity to homes may adversely affect the long-term attractiveness and residential desirability of the area for existing and future families.

The introduction of industrial-scale infrastructure into this established rural and residential environment risks undermining the long-term residential character and sustainability of the area for existing and future residents alike.

Water Supply & Groundwater Concerns

While I do not rely on a private well, my household relies on the local water scheme for water supply.

Given the scale of the proposed excavation, trenching, rock breaking, and underground cable installation works, I remain concerned about the potential impact on groundwater conditions, local water infrastructure, drainage systems, and the reliability of water supply services throughout the area.

Given the sensitive karst limestone geology and hydrological uncertainty identified within the wider area, I do not believe sufficient information has been provided to demonstrate the absence of hydrological connectivity between the proposed works and surrounding groundwater-dependent systems.

I remain concerned that trenching works, excavation activity and road reinstatement may alter existing roadside drainage patterns and potentially contribute to localised drainage or surface water issues within surrounding lands and road corridors.

I do not believe sufficient reassurance has been provided regarding how local water infrastructure and surrounding groundwater conditions will be protected and monitored during construction works.

Impact on Rural Communities & Farming Families

Members of my wider family continue to farm locally and rely daily on the roads, lands, and infrastructure affected by the proposed development.

I am concerned about the disruption that prolonged trenching works, resurfacing works, excavation activity, and heavy construction traffic would cause to farming operations, machinery movement, livestock access, local roads, and daily community life throughout the area.

The practical impact of phased trenching, joint bay construction, HDD works, resurfacing operations and utility coordination activity over an extended construction period has not, in my view, been adequately assessed from the perspective of residents living directly along the route.

My children and family rely daily on the local road network (L3103, L7109 and L7108) affected by the proposed works. These roads are already heavily used during school and commuter periods by school buses, local traffic, cyclists, agricultural vehicles, commercial traffic, pedestrians and cyclists. A number of businesses are also located on this local road network including:

- Coffey Construction, Tribal Foods / Heneghan's Nursery on L3103
- Ryantown Toys, Avrame, Creva Agri on L7108
- and C&F Tooling, and Cashla Quarries on L7109

I am also concerned that no dedicated traffic counts or comprehensive route-specific assessment appear to have been carried out in relation to the full extent of daily local road usage by residents, school traffic, agricultural vehicles, cyclists, local businesses, service providers and community users throughout the affected rural road network.

These roads are not lightly trafficked rural lanes, but form part of the daily functioning of established rural communities where people live, work, farm, attend school, operate businesses and rely on continuous access throughout the day.

Particular concern also arises regarding the interaction between construction traffic, temporary traffic management systems and existing school transport activity along constrained rural roads regularly used by school buses and children travelling to and from local schools.



Figure 5 - Cyclist and local traffic using a constrained rural road within the receiving environment, illustrating the limited carriageway width, absence of dedicated cycling infrastructure and shared use by vulnerable road users, residents and vehicles within areas potentially affected by prolonged construction activity and traffic management associated with the proposed underground cable corridor.

I am concerned that prolonged trenching works, temporary road restrictions, stop/go systems, resurfacing works, and increased heavy goods vehicle traffic associated with the proposed cable route would create additional safety risks and significant disruption for children, families, and vulnerable road users throughout the area.

The proposed cable route passes through established rural communities including Rathmorrissey, Castlelambert, Knocknacreeva, Caherbriskaun, Lisheenkyle East and Cashla.

These are active farming and residential areas where families have chosen to live because of their rural character, landscape, and quality of life.

The affected roads are important community access routes serving homes, farms, schools, businesses, and sporting facilities throughout the wider area. Many of these roads have limited alternative access routes available, increasing the potential impact of prolonged road occupation, stop/go traffic systems, trenching activity, and temporary closures on daily community life.

Many of the affected roads are narrow rural roads characterised by constrained carriageway widths, limited verge capacity, restricted passing opportunities, roadside hedgerows and limited capacity to accommodate prolonged trenching activity and strategic underground infrastructure works.

The constrained nature of the surrounding rural road network increases concern regarding the ability of emergency services, carers, support workers and utility crews to maintain reliable and timely access throughout prolonged construction activity.

The introduction of industrial-scale electrical infrastructure into this environment would permanently alter the rural character and residential amenity of the area.

I am also concerned regarding the long-term quality of road reinstatement following completion of the works, as similar utility projects in nearby areas have resulted in uneven road surfaces, poor reinstatement quality, drainage issues, and raised utility covers. Given the scale and duration of the proposed trenching works, binding commitments should be provided regarding full road restoration, long-term maintenance responsibility, and reinstatement to an appropriate standard for local communities.

I am also concerned regarding the long-term structural integrity and durability of rural roads following prolonged trenching and repeated heavy construction traffic associated with the proposed works.

I am also concerned that the progressive concentration of strategic underground infrastructure within constrained rural roads *may effectively sterilise sections of the local road network* for

future infrastructure upgrades, water services works, drainage improvements, and coordinated public infrastructure delivery within the wider area.

In my view, insufficient consideration has been given to how the proposed underground cable infrastructure may interact with future Uisce Éireann infrastructure requirements, water services upgrades, maintenance access and future public infrastructure delivery within constrained rural roads serving established communities.

I am also concerned that the permanent occupation of these constrained rural road corridors by strategic underground infrastructure may complicate or constrain future Galway County Council road maintenance works, drainage improvements, resurfacing programmes, road widening requirements, utility repairs and future infrastructure access requirements associated with telecommunications providers, electricity network operators and other utility service companies operating within the wider area.

I also believe insufficient consideration has been given to the cumulative stress, uncertainty and disruption experienced by residents living for prolonged periods within active construction corridors immediately adjacent to their homes.

Karst Geology, Vibration & Structural Concerns

I am also concerned that insufficient assessment has been carried out regarding vibration impacts associated with trenching works, rock-breaking, excavation activity, resurfacing operations, and heavy construction traffic along the proposed cable route.

Given the sensitive karst limestone geology and constrained rural road network within the area, I do not believe sufficient baseline studies, vibration monitoring proposals, structural assessments, or mitigation measures have been provided in relation to nearby homes, boundary walls, agricultural structures, roads, and underground services.

Given the sensitive karst limestone geology, vibration uncertainty and proximity of prolonged excavation and trenching works to residential properties, I believe independent pre-construction and post-construction structural condition surveys should be carried out in relation to nearby homes, boundary walls and other potentially affected structures.

In my view, no construction activity should commence until baseline structural conditions have been properly documented and independently verified.

In my view, a precautionary approach should apply given the uncertainty regarding how vibration and prolonged construction activity may affect nearby residential properties and infrastructure over time.

Noise, Vibration & Residential Amenity

I am concerned that insufficient assessment has been carried out regarding construction noise, operational noise, vibration, and the cumulative impact of prolonged construction works on nearby residents located along the proposed cable route.

I am also concerned regarding temporary construction lighting associated with trenching works, joint bays, HDD compounds, traffic management and prolonged road occupation within close proximity to residential properties. In my view, insufficient information has been provided regarding the location, duration, intensity and operational timing of temporary lighting affecting nearby homes and the wider rural night-time environment.

I am also concerned regarding the potential cumulative impact of HDD compounds, joint bay construction areas, temporary welfare facilities, machinery storage and prolonged roadside work compounds within close proximity to homes and rural communities.

I am also concerned regarding the potential for early morning, evening and prolonged daily construction activity within close proximity to homes and established rural communities, particularly where trenching works, resurfacing activity, traffic management operations and heavy machinery movements may occur over extended periods.

Given the proximity of the proposed works to homes throughout the area, I do not believe the application documentation adequately addresses the likely impacts on residential amenity, quality of life, or community wellbeing.

Community Consultation & Engagement Concerns

In my view, affected residents and communities along the route have not been meaningfully consulted regarding the practical impacts this project would have on homes, emergency access, family life, biodiversity, heritage features, local roads, and rural communities.

I also believe insufficient information has been provided regarding the cumulative impact of prolonged construction activity, traffic disruption, road closures, environmental impacts, and the long-term presence of industrial infrastructure within established rural communities.

Conclusion

This submission is grounded in the real and lasting impacts that this proposed development would have on vulnerable residents, nearby families, local heritage, biodiversity, and the surrounding rural environment.

My principal concerns are:

- the protection of medically vulnerable residents and the maintenance of reliable emergency access, telecommunications services and utility continuity within established rural communities;
- the preservation of mature trees, hedgerows, ecological corridors and historically important landscape features contributing to the biodiversity, heritage and visual character of the area;
- the safeguarding of the long-established rural character, residential amenity and quality of life that has existed within the area for generations;
- the protection of constrained rural roads serving homes, farms, schools, businesses and wider community activity throughout the receiving environment;
- the prevention of long-term cumulative impacts arising from prolonged construction activity, traffic disruption, infrastructure concentration and associated industrialisation within established rural communities;

- the need for independent pre-construction and post-construction structural condition surveys in relation to nearby residential properties and structures potentially affected by excavation, trenching, vibration and prolonged construction activity;
- the protection of local groundwater conditions, drainage systems and environmentally sensitive karst limestone geology within the wider area;
- and the need for proper cumulative assessment of the wider connected Cashla Peaker Project, associated infrastructure interaction and long-term effects on rural residential sustainability and future family settlement within the area.

For the reasons outlined above, I believe the proposed development would give rise to significant adverse impacts on residential amenity, emergency access, biodiversity, heritage features, local infrastructure and the wider rural environment.

I am also concerned that the proposed mitigation measures relating to emergency access, biodiversity protection, telecommunications continuity and vulnerable residents remain overly generic and fail to adequately address the practical realities faced by elderly residents and rural communities living directly along the proposed route.

I am also concerned that the cumulative concentration of energy-related infrastructure within this established rural environment would contribute to the progressive industrialisation of the area and materially alter its long-established rural character and residential amenity.

I am particularly concerned that the cumulative impact of prolonged construction activity, constrained rural roads, nearby gas infrastructure, major underground electrical works, utility interaction, biodiversity disturbance, hydrological uncertainty and increasing infrastructure concentration has not been adequately assessed in terms of its long-term effect on residents living continuously within the affected environment, rural residential sustainability and future family settlement throughout the operational lifespan of the wider connected project.

In my view, the applicant has failed to adequately demonstrate that the proposed development can proceed without causing unacceptable impacts on nearby residents, local heritage, biodiversity, and established rural communities.

I do not believe the cumulative and long-term impacts identified throughout this submission have been adequately assessed from the perspective of residents living continuously within the affected rural environment.

For these reasons, I do not believe the proposal represents proper planning and sustainable development and respectfully request that An Coimisiún Pleanála refuse planning permission for the proposed development.

Yours sincerely,

[Signed electronically]

Assumpta Loughran
