

Aughrim House,
Castlelambert,
Athenry,
Co. Galway
H65 XP77

26th May 2026

Re: Planning Application VA07.324162, Planning permission for a 220kV Substation and 220kV underground electricity cabling connecting to the existing Cashla 220kV substation

Location: in the townlands of Rathmorrissy, Pollnagroagh, Moanbaun, Castlelambert, Knocknacreeva, Caraunduff, Caherbriskaun, Lisheenkyle East, Barrettspark, Cashla, Athenry, County Galway.

Applicant: Bord Gáis Energy Limited

Dear Sir/Madam,

We wish to object to the proposed substation, telecommunication mast, and cable route to Cashla substation. We feel the proposed site is completely unsuitable and the cable route is unacceptable.

We live on the L7108, one of the proposed roads to be closed for cable installation. We travel this road multiple times every day. Anyone who knows this road understands that when you meet oncoming traffic, you have to pull into the private area in front of houses to let them pass. The road is too narrow to safely allow traffic to flow freely. This happens constantly when we're dropping our grandchildren to Lisheenkyle National School or to Athenry for Presentation College. Both access roads to these schools — the L7108 and L3103 — will be under roadworks for this cable route.

We also farm land outside Athenry and need to access it from these two roads. Tom Joe travels daily on the tractor to look after our cattle. We're at a loss to understand why the applicant would even consider putting a cable route on this narrow road and bringing so much hardship on our community — people who have lived here all their lives, with their children and grandchildren, and hopefully future generations who would be able to build their own homes and live in the area too.

The disruption from closing this road is unprecedented. We're deeply worried about emergencies — a traffic accident or someone taken ill at home, where an ambulance would need access. These rural roads are used daily by ambulances, emergency

services, carers, school transport, farmers, local businesses and residents. Many have no alternative routes. The proposed works could cause significant delays for emergency vehicles and home-support services. We're also concerned about delays reaching community defibrillators, where rapid access can be critical in medical emergencies.

We are both senior citizens. Some of our children have built their homes on this road, and we'd like to see our grandchildren do the same in the future. If these proposed joint bays are allowed into our road, it will completely sterilise the road for any future expansion. The substation, underground cable infrastructure and associated development could negatively affect future residential development, land use potential and investment confidence in the area. We're concerned the cumulative impact of this infrastructure could reduce the attractiveness of the locality for existing and future residents and adversely affect the long-term enjoyment, value and future use of nearby properties and landholdings.

The proposed 8.1km cable route would pass through established rural and residential communities — Rathmorrissey, Castlelambert, Knocknacreeva, Caherbriskaun, Lisheenkyle East and Cashla. These are active farming and residential areas with homes, schools, farms and local businesses along narrow rural roads. The level of disruption the proposed works would cause to residents, farms, local roads and daily community life has not been properly addressed.

This cable route passes through an active farming area supporting livestock farming, milk collection, machinery movement and daily farm access. The disruption from prolonged trenching works, road occupation and construction activity would seriously affect normal farm operations throughout the area, particularly along narrow rural roads the agricultural community depends on. Insufficient information has been provided regarding the possible long-term impact of major underground infrastructure and electromagnetic field (EMF) exposure on livestock and animal health. The cumulative impact of prolonged construction works, groundwater disturbance and underground infrastructure on farms and rural properties has not been fully addressed in the application.

The roads around Lisheenkyle National School are already heavily used by local traffic, school transport and agricultural vehicles. These roads are narrow, with restricted visibility and no proper public hard shoulders. The only widened sections are private parking bays outside newer houses, which remain the responsibility of homeowners and are not intended for pedestrian use or roadside safety. The introduction of heavy construction traffic, HGVs and stop/go traffic systems would significantly increase congestion and road safety risks for schoolchildren, residents and all road users.

The application does not fully reflect the likely scale, duration and intensity of disruption from prolonged construction works, trenching activity, traffic management systems, road restrictions, rock-breaking and associated infrastructure works across multiple rural communities. Given the nature of the local road network and surrounding residential areas, the impact during construction has been significantly underestimated. The major

construction activity would take place through established rural areas with ribbon development, homes, farms, schools and businesses. The cumulative impact of prolonged roadworks, rock-breaking, excavation and construction traffic has not been fully addressed, particularly given the sensitive karst limestone geology and constrained nature of the local road network.

The cable route passes through established rural hedgerows, mature roadside vegetation and tree-lined sections forming part of the local biodiversity network and rural landscape character. Trenching works and excavation could result in long-term damage to hedgerows, root systems and roadside vegetation. Sufficient information has not been provided regarding how mature trees, hedgerows and root systems would be protected during construction or how damaged vegetation would be reinstated afterwards. The long-term maintenance, stability and safety implications for roadside trees and boundary vegetation have not been adequately addressed.

We're concerned that many residents, landowners and businesses affected by this development were not individually engaged regarding the practical impact on homes, farms, local roads, property access and daily community life. No clear information appears to have been provided about noise, vibration, road closures, rock-breaking, groundwater impacts or future maintenance requirements. No detailed vibration assessment appears to have been carried out for trenching works, rock-breaking, excavation or heavy construction traffic along the cable route. Given the sensitive karst limestone geology in the area, vibrations may travel further and affect nearby homes, boundary walls, agricultural structures and local roads. Sufficient baseline studies — including structural surveys, road condition assessments, vibration monitoring proposals or mitigation measures — have not been provided before works commence.

Although this application relates to the substation and mast, both form part of infrastructure required for the wider Cashla Peaker Project and operation of the proposed gas-fired peaker plant. We're concerned about the potential impact of emissions associated with the overall development on local air quality and public health, particularly for nearby residents, children, older people and individuals with respiratory conditions. Insufficient information has been provided about the cumulative impact of construction activity, heavy traffic movements, excavation works, noise and prolonged disruption on the health, wellbeing and quality of life of residents living close to the proposed infrastructure works.

The cumulative industrialisation associated with the wider Cashla Peaker Project — including substations, underground infrastructure, lighting, fencing and associated works — would have a significant negative impact on rural amenity, residential character and long-term sustainability of surrounding rural communities. We're concerned about the long-term effect this level of industrialisation could have on quality of life, enjoyment of property and future viability of surrounding homes and agricultural landholdings. This type of industrial infrastructure is not appropriate so close to homes, farms, schools and established rural communities. Approval of this development could

create pressure for further expansion and additional energy infrastructure in the area over time.

The proposed substation, mast and underground cable infrastructure are intended to support the operation of new gas-fired electricity generation infrastructure. We're concerned the development would facilitate long-term fossil fuel energy infrastructure at a time when national and EU climate policy requires significant reductions in greenhouse gas emissions and greater transition towards sustainable and lower-carbon energy systems. Although this application relates to associated grid infrastructure rather than the generating station itself, the proposed substation and underground cable route are necessary components of the overall energy development. The broader climate and sustainability implications of the infrastructure should be fully considered as part of the planning assessment process.

Further assessment is required regarding the long-term impact of the proposed infrastructure on rural amenity, groundwater protection, traffic safety, agricultural activity and future development within the area. Given these uncertainties and the potential for lasting impacts on surrounding rural communities, a precautionary approach should be applied in the assessment of this application.

The proposed development is not suitable for this rural location and would contribute to the long-term industrialisation of the surrounding countryside. The likely impacts on homes, farms, schools, local roads, biodiversity and community life have not been fully addressed or adequately mitigated within the application documentation. For these reasons, we do not believe the proposal is consistent with proper planning and sustainable development, and we respectfully request that permission be refused.

Yours sincerely,

Kathleen and Tom Joe Kelly

Date: 26 May 2026