

OBSERVATION/SUBMISSION TO PLANNING APPLICATION

Case Reference: 324162

Shraddha Murti Prehn

Tober na Bhfinn

Athenry

Galway

H65XE61

To: An Coimisiún Pleanála

64 Marlborough Street

Dublin 1

D01 V902

Date: 26 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, Castletambert, Knocknacreeva, Caraunduff, Caherbriskun, Lisheenkyll East, Barrettspark and Cashla (Townlands), Athenry, Co. Galway

Applicant: Bord Gáis Energy Limited

Dear Sir/Madam,

We teach yoga and have people coming to classes 4 days a week, the road which will be impacted is the primary way local people get to yoga. We have a lot of older customers, rerouting or doubling their journey time will result in less people coming to yoga.

Athenry is where we do all our shopping and go to the doctors. It would be a real inconvenience to double the distance and have to take very small single lane roads. The alternative routes for getting to Athenry won't be able to handle the extra traffic if everybody is using them. People who walk and cycle the smaller backroads will now be in danger of accidents

Having reviewed the application documentation, I have outlined my concerns regarding the proposed development

Disruption to Rural and Residential Communities Along Route

The proposed 8.1km underground cable route would pass through a number of established rural and residential communities, including Rathmorrissey, Castlelambert, Knocknacreeva, Caherbriskaun, Lisheenkyle East and Cashla. These are active farming and residential areas with homes, schools, farms and local businesses located along narrow rural roads. I am concerned about the level of disruption the proposed works would cause to residents, farms, local roads and daily community life.

Prolonged Trenching, Road Closures and HGV Traffic

I believe insufficient consideration has been given to the impact prolonged trenching works, excavation, road occupation, traffic management systems and heavy construction traffic would have on narrow rural roads and the communities that rely on them daily. The application documentation confirms significant road closures, stop/go traffic systems and substantial HGV movements during construction, which could result in serious disruption and ongoing inconvenience for local residents and road users.

Protection and Reinstatement of Mature Trees and Hedgerows

I do not believe sufficient information has been provided regarding how mature trees, hedgerows and root systems would be protected during construction works or how damaged vegetation would be reinstated afterwards. In my view, the long-term maintenance, stability and safety implications for roadside trees and boundary vegetation have not been adequately addressed.

Safety Risks Near Lisheenkyle National School

The proposed cable route passes in close proximity to Lisheenkyle National School along narrow rural roads with limited visibility and no proper hard shoulders. I am concerned that trenching works, construction activity, increased traffic volumes and temporary traffic management measures would create additional safety risks and disruption for children, parents and school staff, particularly during school drop-off and collection times.

Narrow Roads, HGV Traffic and Increased Congestion

The roads surrounding Lisheenkyle National School are already heavily used by local traffic, school transport and agricultural vehicles. These roads are narrow, have restricted visibility and lack proper public hard shoulders. The only widened sections are private parking bays located 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.

Students Travelling Daily Along Affected Roads

Many students and school staff from surrounding rural areas travel daily along these local roads to schools in Athenry by bus, car, bicycle and on foot. The road network already experiences significant traffic volumes during school drop-off, collection and commuter periods, particularly within this expanding rural residential area characterised by substantial ribbon development.

Facilitating Fossil Fuel Infrastructure Against Climate Policy

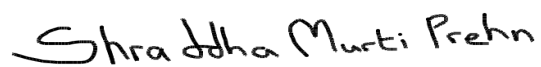
The proposed substation, mast and underground cable infrastructure are intended to support the operation of new gas-fired electricity generation infrastructure. I am concerned that the proposed development would facilitate long-term fossil fuel energy infrastructure at a time when national and EU climate policy requires significant reductions in greenhouse gas emissions and greater transition towards sustainable and

lower-carbon energy systems.

Conclusion

I believe 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, I do not believe the proposal is consistent with proper planning and sustainable development, and I respectfully request that permission be refused.

Yours Sincerely,

A handwritten signature in black ink that reads "Shraddha Murti Prehn". The script is cursive and fluid, with the first letter 'S' being particularly large and stylized.

Name: Shraddha Murti Prehn

Date: 26 May 2026