

SECTION 131 FORM

Appeal NO: PL 16.207212

Defer Re O/H ☐

TO: SEO

Having considered the contents of the submission ~~at~~ received 09/07/04 from

Brid and Tease McGarry I recommend that section 131 of the Planning and Development Act, 2000

☒ not be invoked at this stage for the following reason(s): No new issues.

E.O.: Kieron Somers

Date: 09/07/04

To EO: _____

Section 131 not to be invoked at this stage. ☒

Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: M. Dula

Date: 12/7/04

S.A.O: _____

Date: _____

M _____

Please prepare BP _____ - Section 131 notice enclosing a copy of the attached submission

to: _____

Allow 2/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File with Section

OBSERVER FORM

Appeal No: PL 16.207212

S.37

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|---------------------------|---|
| Received: <u>09/07/04</u> | Date Appeal Lodged: <u>19/05/04</u> |
| | Date Last Appeal Lodged: <u>27/05/04</u> |
| | Date of E.I.S. Publication: <u>16/06/04</u> |

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|--------------------------------------|
| Name: <u>Brid and Teresa McGarry</u> |
| Address/Agent: <u>Gortacagher,</u> |
| <u>Rosport, Ballina, Co Mayo</u> |
| Status: Invalid – (insert reason): |

| VALID | INVALID |
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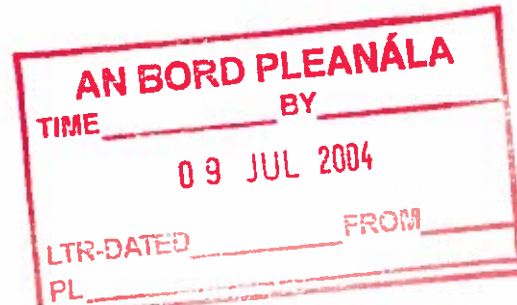
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|--------------------------|------------------------|
| EO: <u>Kieren Somers</u> | AA: <u>James Fagan</u> |
| Date: <u>09/07/04</u> | Date: <u>12/7/04</u> |
| Comments: | |

Gortacragher,
Rosspart,
Ballina,
Co. Mayo.

08 July 2004

The Secretary,
An Bord Pleanála,
64 Marlborough St,
Dublin 1.



Observations re : Planning appeal in relation to Mayo County Council's decision to grant permission with 75 conditions to Shell Exploration & Production Limited.

Appeal re : Planning Application Ref No P03/3343 for the proposal to construct a natural gas terminal (refinery) at Ballinaboy, Bellagelley South, Co. Mayo and to remove >450,000m³ contaminated peat slurry (>650,000m³ in P01/900 ??) to an area of cutaway peatland at Srahmore, near Bangor Erris, Co.Mayo by Bord na Mona Energy Group Ltd. on behalf of Shell E & P Ltd.

An Bord Pleanála's Appeal Reference No: PL 16. 207212.

This is an observation in relation to a public notice advertised in the Irish Times newspaper dated the 14/06/04 with respect to the following:

" Notice is hereby given by An Bord Pleanála (the Board) under article 112 of the Planning and Development Regulations, 2001 that an environmental impact statement (EIS) has been received by the Board in accordance with section 128 of the Planning and Development Act, 2000 in respect of the appeal in the Schedule below. ".....

We note the following:

We refer to the " Corrib Natural Gas Field Development (Offshore EIS produced for Enterprise Oil) " cover enclosed and refer you to page iii where it is stated that " Modification may include the installation of additional heat exchanging facilities and mechanical refrigeration "

The addition of additional heat exchanging facilities has not been assessed by the HSA, has not been quantified with respect to extra land area required for installation, and has not been assessed from a visual point of view.

We refer you to page NTS-1 where it is stated that " The Corrib gas will be transported to the onshore terminal via a single export pipeline of approximately 85km in length and 18 or 20" in diameter, (30" for BGE) or twin pipelines of 14" diameter. The well operations will be controlled from the Terminal ".....

Why were twin pipelines of 14" diameter considered ???? Would this hint at the more realistic viewpoint that this proposed terminal is to be an oil and gas refinery ?????? thus allowing for continued expansion within the overall Coillte forestry landholding for future development with respect to the enormous oil and gas provinces which exist off our coastline.

We refer you to page NTS-1 where it is stated that " The development has three sections, offshore, Terminal and onshore pipeline. All three sections have separate EIS's ".....

We have not been furnished with the onshore pipeline EIS apart from the B.G.E. EIS which would be outside the remit of the developer. As the onshore pipeline is unprecedented an accompanying EIS should form part of the overall application.

We refer you to page 5-3 " There is also a possibility that the gas could contain levels of inorganic and organic mercury. The total mercury content of the gas is expected to be approximately 3 ng/l. The condensed water could also contain levels of dissolved mercury. Anticipated levels being 8.5 µg/l. "....

We refer to page 5-15 " Of the constituents, mercury is the most crucial to remove before discharge. It is expected that the Terminal water treatment plant will remove the mercury down to EQS levels before discharge. For zinc and nickel and other constituents, concentrations will be reduced to approximately ELV levels before discharge. "

We refer to It is expected

We refer to page 5-6 " Spanning is most likely to occur in Shallower water where currents and waves can have a greater effect on seabed sediments, or in areas of irregular seabed e.g. ice berg scour zones ".....

We refer to page 5-7 " The pipeline route has been the subject of two surveys, and the finalised route is considered to be the best possible from safety and integrity perspectives. ".....

We refer to page 5-8 with reference to Figure 5.3: Preferred option for Corrib umbilical design and quote as follows " It is possible that the umbilical will be installed in two halves, with a mid-point tie-in approximately 44km from the SDU and 44km from the onshore termination unit (OTU). The OTU will be positioned at the landfall, and be completely buried. It is expected that it will be constructed of stainless steel (or possibly a composite), buried and have approximate dimensions of 2.5m x 1.2m x 1m deep. The OTU provides a connection point between the offshore umbilical and the onshore umbilical. The structure of the onshore umbilical is likely to be different to that of the offshore. More details on the onshore umbilical are provided in the Terminal EIS. " ...

In the Terminal EIS re P00 / 2934 cover enclosed, it is stated on page 4-10 " The design of this pipeline segment currently includes an isolation valve near the landfall. It is envisaged that the valve will be accommodated in a chamber, which will be fully or partially buried within a fenced area. "

In the gas terminal development description submitted to Mayo County Council by the developer it refers to the following :

" an Onshore Terminal Termination Unit (OTTU) measuring 2 m long by 1m wide by 2.5 m high, approximately ". This was not included in the previous application re: P01 / 900.

We refer to page 5-9 under the heading 5.5 Umbilical (Terminal E.I.S. with reference to

P00 / 2934) “ This umbilical configuration will require each of the Onshore Umbilical System elements to be manufactured as 4,350 m long units (approximately), with the inclusion of a single in-line joint / termination unit located immediately before the second river crossing on the northern bank of the Glenamoy river (see attached map)” ?).

The OTU mentioned has been included in the planning application re: P03 / 3343 which was granted by Mayo County Council and is proposed to be constructed at Dooncarton at the landfall. A ‘ a single in-line joint / termination unit ’ is proposed to be built presumably on our lands before the crossing of the Glenamoy river, and has not been included in the application for planning permission.

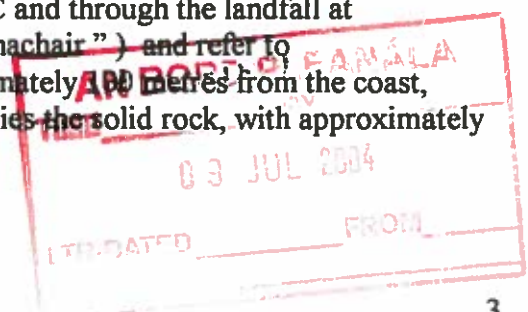
As only one installation has been included in the planning application whereby permission was granted, does this deem the application invalid ??? Why has only one been included??? Both installations should be included in the assessment re the Seveso II Directive as there is an elevated probability of leaks, ruptures and thus explosions at these joint locations .

The legal requirement which must be implemented as a result of Seveso II is that technical advice on the risks arising from the establishment(s) must be available when planning decisions are taken and as there is no mention of ‘a single in-line joint/ termination unit’ in the planning application submitted by the developer it follows that technical information with respect to it was not taken into account or assessed by Mayo County Council.

We refer to page 5-9 re “ Corrib Natural Gas Field Development (Offshore EIS produced for Enterprise Oil) ” where it states that “ In addition to continuous injection, there will be a requirement for methanol to be used in larger quantities at start-up and shut-down. During these periods there is a high potential for hydrate formation, therefore a single “ slug ” of methanol, of a maximum 1m3 in volume is injected at the wellhead to inhibit formation ”

The HSA did not assess the potential for hydrate blockages in the upstream pipeline. They did not assess the reality that a large section of the upstream pipeline is proposed to traverse through Coillte forestry and that even if the mature trees are removed to make way for this pipeline this will not mitigate against the reseedling by adjacent trees along the pipeline route, which will establish(spruce are utilised in forestry plantations due to quick growth characteristics) fast due to upheaval of soft peat and thus developing tree roots will penetrate down into the pipeline causing fatigue factors. We refer to the second Offshore E.I.S. (October 2001) 7.3.3.1 where it is stated in relation to the South shore of Upstream Crossing Point (i.e. Crossing Three) that “ The shore at this point was backed by dense forestry on top of a 2-3m ‘ cliff ’ of peat ”. The upstream pipeline is to traverse through this cliff. Immediately inland from this area, an area of mature trees were felled by the ESB to prevent them from hitting off the overhead lines, it is clear to be seen along that stretch of felling that seed trees have established and are flourishing. The proposed upstream pipeline is to intersect this area, therefore the same criteria will apply to it. We enclose recent photographs of this reality (Appendix 1).

We refer to page 11-7 and 11.5.1 under the heading Dooncarton Landfall Option (proposed pipeline follows a route to shore through Broadhaven Bay Marine SAC and through the landfall at Dooncarton (Glengad) where it passes through an area of “ machair ”) and refer to “ Information obtained from Trial Pit 1 – 01, located approximately 100 metres from the coast, suggests that solid rock lies at 3 metres. Sand and gravel overlies the solid rock, with approximately 10 cm of peaty material lying at 1 metre depth. ”



We refer to page 11-8 and 11.5.2 under the heading Brandy Point Landfall Option and refer to " A thin layer of blanket bog overlies the drift on the higher ground immediately behind Brandy Point."

Blacksod Bay derives its title from the black sod or peat (turf). A unique characteristic of Broadhaven Bay and its associated coastline is that it is underlain with peat beneath the sand. The majority of regular beaches are entirely composed of sand and gravel however in this case, the landfall area, both crossings of Sruwaddacon Bay and the river crossing are underlain with peat. This once again reflects the reality that the Broadhaven Bay area is unsuitable terrain for laying a pressurised pipeline system

There will be leakages of peat during the trenching operations into the bay and this will have a devastating effect on marine life.

There is also the potential for the pipe laying vessel (the Solitaire) to cause destruction to the seabed because of its unique sensitive characteristics as outlined above.

We refer to Corrib Offshore EIS 2001: 19.3.2.13.5: " When a section of the pipeline is laid directly over a peat substrate, there is the potential for problems with pipe instability as the pipe will float within the peat. "

We refer to page NTS-7 " While it is thought that a vessel from the Spanish Armada was wrecked in Broadhaven nothing of archaeological importance in the field or along the pipeline route has been identified in the studies "

We refer to page 13-5 re heading 13.6.1 Initial Landfall at Pollatomish beach " Immediately north-west of the landfall site the lower foreshore is composed of kelp covered, medium sized water rolled stones overlying the beach sands. No archaeology was noted in this area but it is an area of possible archaeological potential based on the location of the wreck of Dutch East Indiaman the *Zeepard*, the wreck of the Spanish Armada vessel, the *Santiago* and the potential for submerged fields recorded by Caulfield (c.1950).

We refer to Appendix 2 which refers to " Anchor find may lead to Armada shipwreck off Erris " dated the 30th August 2000 in the Western People newspaper which states " THE prospect of an exciting Mayo find relating to the ill-fated Spanish Armada was raised last week with the finding, in Broadhaven Bay, of a ship's anchor believed to be from an Armada vessel. Duchas, the Heritage Service have designated the site a protected area under the National Monuments Act and they are to examine the area at a later date."

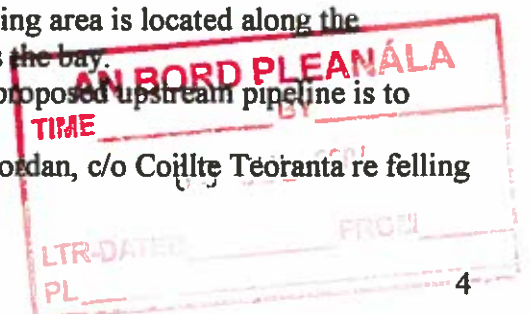
The " Little Egret " has returned to Sruwaddacon Bay and its feeding area is located along the proposed crossing point at the Glenamoy river whereby it enters the bay.

We refer to the second Offshore E.I.S. (October 2001) 7.3.3.1 where it is stated in relation to the South shore of Upstream Crossing Point (i.e. Crossing Three) that " The shore at this point was backed by dense forestry on top of a 2-3m ' cliff ' of peat ". This proposed crossing will involve traversing deep peatland with associated disturbance and upheaval of mature coniferous trees with the direct displacement of trees, peat and associated siltation plus the leaching of associated fertilizers such as rock phosphate and nitrogen directly into the Glenamoy river and Sruwaddacon Bay. This reality cannot be avoided !

The " little egret " has returned to Sruwaddacon Bay and its feeding area is located along the proposed crossing point at the Glenamoy river whereby it enters the bay.

An established ' Heronry ' also exists at this location where the proposed upstream pipeline is to traverse and the little egret associates itself with this heronry .

We refer to Appendix 3 which includes a letter sent to Mr Paul Jordan, c/o Coillte Teoranta re felling



of trees in area outlined and a reference to a letter from Mr Seamus O' Connor (Local Forestry Officer) dated the 11/06/04 stating that Coillte were not felling any trees in the area referred to and that they are aware there is a heronry in this area and " will always exercise due care and attention not to disturb same at any time ".

Coincidentally this area of recent felling also corresponds with the proposed route for the Corrib gas upstream pipeline and this unauthorised work occurred on the 02/06/04 after our main appeal had been lodged which included a direct reference to the heronry (herons have a nesting period from March-September) and associated little egret at this location. As the little egret is an Annex 1 species (present in upper Sruwaddacon Bay for full annual cycle i.e. permanent) this unauthorised work represents a serious violation of the Habitats, EIA, and Bird Directive's. Under these directives Ireland is obliged to protect the habitats of birds which are vulnerable and present in low numbers. Habitat protection includes effects from pollution , habitat deterioration, and disturbance. From a reading of the 1999 EIA Regulations any adverse impacts which might be caused to an SAC or SPA in a situation where there is a priority habitat or species at risk is subject to the consent of the European Commission. In January of this year it was reported in the Irish Times newspaper that the European Commission were going to take Ireland to the European Court of Justice for its continued failure to protect wild birds. We refer to Appendix 4 entitled " Ireland loses race to protect wildlife " and quote " Ireland has come last in an evaluation by the World Wildlife Federation of how well EU countries are protecting their species and habitats. ".....

We refer to page 14-10 under the heading 14.7.2.4. Evaluation of Existing Fauna (Terminal E.I.S. with reference to P00 / 2934) which states " Notwithstanding, there are some rare species, notably Little Tern, Corncrake and Crossbill in the locality. There are also likely to be migrants. "

Little Tern, Corncrake are Annex 1 species.

Corncrake (Crex crex)

" Corncrakes could occur anywhere in the marshy fields along either side of the Sruwaddacon Bay (see Appendix 14.3) and Rosspport. The potential for Corncrakes to nest in this area is there because of suitable habitat. Recent nesting pattern (information from Birdwatch Ireland) indicates the following:

- 1999 nests were recorded on the south side of Sruwaddacon Bay (south of the road) at Carn Hill;
- 1997 a nest site was at Aghoose;
- 1996- a calling male was recorded just north of Rosspport. It then moved south to the north shore of the bay;
- 2000 – no information. "

We refer to Appendix 5 entitled " Corncrake numbers are up " in the Western People newspaper dated the 03/09/03 and quote " Around Blacksod and Broadhaven Bays, Corncrake numbers remained more or less stable, with five birds counted on the Mullet peninsula (up from three last year), two calling males this year at Valley, Achill, with birds also returning to traditional sites at Doohoma, Rosspport and Kilgalligan (near Carrowteige). "

We refer to Terminal EIS volume 1, re P03 / 3343 and page 6-18 " The nearest sites to the proposed terminal were recorded from Aghoose and near Pollatomish village in 1997 and 1999 respectively. The most recent records of calling birds were for Rosspport and Carrowteige in 2002 and 2003."

Wildfowl/Waders

“ Sruwaddacon Bay has an over-wintering bird population (Birdwatch Ireland data) ”

We refer to Table 14.7: Sruwaddacon Bay – Winter Count 1999

Species : Curlew Count : 20

The Curlew is an Annex 1 species on the “ Red List ” It is present in large numbers in upper Sruwaddacon Bay where the upstream pipeline is to traverse.

Brent Geese

“ Over – wintering Brent Geese feed on the algal beds (behind the dunes at western side of the bay) just south of the bay mouth close to where the proposed pipeline route crosses the estuary. ”

These are listed as Annex 1 species.

Little Terns

“ The likely presence of this species is significant in terms of possible disturbance during construction of the landfalls. In addition to the Tern colony on Inishderry in Broadhaven Bay, this species has been nesting on the shingle/sand bars at Pollatomish (opposite Rossport) intermittently for fifteen years ”

These are listed as Annex 1 species.

Crossbill

“ This species occurs in the conifer plantations in the locality of the end of the pipeline route near the Terminal site. It has an early breeding season – from January to March. ”

We refer to 14.7.2.5 under heading “ Potential for other fauna ” and quote “ Mooreland habitats tend to be poor in distribution and abundance of mammalian species, whilst many species will occur. These will include hedgehog, pygmy shrew, several bat species, rabbit, Irish hare, field mouse, house mouse, brown rat, fox and badger. Species such as red squirrel and American mink would be occasional. Of especial interest would be the pine martin, widely distributed in Co. Mayo, and the otter, also commonly found on river systems. The frog and the common lizard are also frequently found. ”

The pine martin has been observed by us personally entering the site via the R314 road.

We refer to 14.8.1.1. under heading “ Landfall construction ” * Erosion : “ The sand dunes and sand banks at Dooncarton and the mouth of Sruwaddacon Bay are highly mobile. There is much exposed sand and with the existing sparse vegetation cover the system will be very vulnerable to enhanced erosion during and immediately after construction. Also at risk from erosion are the sandy fields through which the route passes – to the south of the dunes. ”

This statement admits that there will be potential for erosion to occur. As it stands Shell E & P

(formerly Enterprise Energy Ireland) conducted excavation works of the sandy cliff face at Dooncarton (Glengad) resulting in the destruction of Sand Martin's and their nests in such habitat. The dunes " machair " is a priority site and the Sand Martin is an Annex 1 species which has been placed on the amber list of birds The spoil containing excavated rock, silt, and other beach materials including in this case the layer of peat referred to earlier was dumped in the Broadhaven marine SAC and Sruwaddacon Bay SPA thus effecting the ecological balance of the ecosystems. The rock fragments and associated debris washed up on the nearby pristine beaches. We refer to Appendix 6 per same.

We refer to 14.8.1.1. under * Disturbance " greatest potential for impact is that of disturbance to the bird species which frequent the habitats bordering on the landfall site. "

We refer to 14.8.1.2. under " Crossing Sruwaddacon Bay " and " potential for disturbance of birds during the construction phase- both in the bay itself and on the shorelines. ".....

We refer to 14.8.1.3. under " Onshore pipeline construction " and " With blanket bog however, the potential impacts are greater, with a risk of alteration of floristic composition as a result of compaction and possible effects on the hydrology of the blanket peat. There is also a low risk of chemical effects due to the possible introduction of extraneous materials during the construction phase. "

We refer to table 14.8 : Summary Development Impact of pipeline route on bird species re: Rosspoint option,

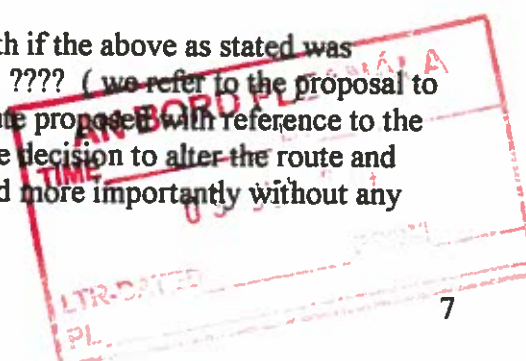
| Route | Impact | Comment |
|------------------|------------------|--|
| Rosspoint Option | Potentially high | Sensitive habitats / birds – Sand dune, beach, Little Tern, Corncrake and other birds. |

Fauna – general comments

" Potential impacts include short-term loss of habitat and wildlife refuse, loss of bat roosting sites, destruction of badger setts, and impacts on watercourses (sedimentation and pollution)."

We refer to 14.9.2. under heading " Re-routing " where it is stated " in the case of sensitive areas the most acceptable mitigation measure from an ecological viewpoint would be to re-route the pipeline away from the sites completely. This has been undertaken during the selection of the proposed route, from the landfall to the terminal "

Why so was the upstream route realigned to follow a different path if the above as stated was accepted as a mitigation measure from the landfall to the terminal ??? (we refer to the proposal to traverse through our private forestry plantation which was the route proposed with reference to the Terminal EIS re P00/2934 referred to under 14.9.2. above, and the decision to alter the route and traverse through our reclaimed fields without any consultation and more importantly without any



assessment of the ground suitability, range of habitats present on site, type of underlying ground rock, archaeology assessments etc for planning application P01/900.

We refer to page 14-17 and heading 14.9.8. re Fauna – Birds “ From consultations with Duchas it appears that there is no serious objection to the route from the landfall and across Sruwaddacon Bay Providing there is minimal disturbance to the bird populations. ”

How does one reconcile this statement with the above paragraph and with the listings below ?????

EU Birds Directive Annex I Species relevant to Glenamoy Bog SAC and Broadhaven Bay SAC include the following:

- Little egret – present in upper Sruwaddacon , disturbed by unauthorised work re established grey heronry (two extensive heronry's exist in upper Sruwaddacon)
- Whooper swan - present in Carrowmore Lake, a visitor in our fields
- Greenland White-fronted Goose – Glencullen area (will be affected by haul road construction), refer to Terminal EIS re P03 / 3343, page 6-19 under Carrowmore Lake Complex cSAC
- Barnacle Goose – visitor in Sruwaddacon Bay
- Hen Harrier - present at Terminal site and/or surrounds (refer to page 6-14, Terminal EIS re P03/3343)
- Corncrake - present in Rossport
- Little Tern - at landfall
- Kingfisher – referred to in EIS
- Red Grouse - potential to be present on Terminal site, in the past present in Rossport/Barhauve commonage
- Curlew - present in abundance in Sruwaddacon Bay

The Red List includes the following species, along with their matching criteria of Declining breeders (D), Historically declining (H) and Global conservation concern (G):

All of these species are or have been present on the proposed terminal (refinery) site and / or its surrounds including the area zoned for the upstream pipeline route.

- Hen Harrier - Declining breeders (D)
- Corncrake - Declining breeders, Historically declining, and a Global conservation concern (D, H, G)
- Red Grouse - Declining breeders (D)
- Curlew - Declining breeders (D)

With respect to the presence of the Hen Harrier on site, in the NPWS (Duchas) report re P03/ 3343 it is referred to " Under Bellagelly South site " and 1.7 " Hen Harriers " A species listed on Annex 1 of the E.U. Birds Directive were recorded on the site in March, June, and November 2001. This suggests breeding in the locality. A survey should be carried out at the appropriate time of year prior to commencement of any works to establish if Hen Harriers are breeding in area with a view to devising mitigation measures to minimise disturbance during the breeding season if breeding is recorded "

The Hen Harrier is an Annex I species on the red list.

Is it any wonder then that Shell E & P Ltd have appealed the condition re the Hen Harrier survey to be carried out ? They also consider a condition set by the planning authority, that no vegetation be removed from the site outside of the breeding season to protect avian wildlife as " unreasonable and impractical".

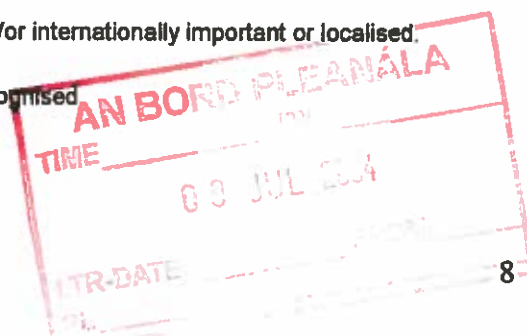
NPWS report re P03/3343 under 2.7 " It should be noted that the reference to Bird species on Annex II of the EU Habitats Directive is incorrect and should read Annex I of Bird Directive "

The Amber list includes the following species, along with their matching criteria of :

Breeding species (B), with moderate decline, rare/sporadic breeding and/or internationally important or localised.

Wintering/Passage species (W) which are internationally important or recognised

European conservation concern (E)



- Cormorant (B)
- Little egret (B)
- Whooper Swan (B , E)
- Greenland White-fronted Geese (W)
- Barnacle Goose (W)
- Brent Goose (W)
- Snipe (B)
- Woodcock (B , E) observed during March 2001 survey. About 14 birds (refer to Terminal EIS re P03/3343)
- Little Tern (B , E)
- Cuckoo (B)
- Kingfisher (B , E)
- Sandmartin (B)
- Swallow (B)

There is a Cormorant (long term) present in the upper reaches of Sruwaddacon Bay. It feeds along the mouth of the Glenamoy river as it discharges into the bay (coincidentally this is also the area for upstream pipeline) . It can also be observed near Muingnabo bridge at the river bed.

With reference to the little egret please refer to statement earlier in this observation. Its habitat has been violated in the area of the upstream route, and disturbed which is a major offence with respect to the Birds Directive. We refer you to <http://www.castlebar.ie/clubs/mayo-birdwatch/> and Mayo Bird report survey conducted by Tony Murray which refers to the following:

Little Egret (*Egretta garzetta*).

3

1 Killala Bay 14/01/03 and again from 22/12/03 into 2004, 1 Lcam Lough, Mullet peninsula 20 to 23/09/03, 1 Sruwaddacon Bay on 04/12/03 (LA, JK, TM, DS).

Whooper Swans also frequent the area and have been present in our fields proposed for the upstream route.

The Snipe is also present in abundance in the upper Sruwaddacon Bay area and feeds along proposed upstream pipeline route area as the sand is soft for burrowing. It also feeds and is present in our fields.

We have heard the Cuckoo calling in the Coillte forestry opposite the village of Gortacrager.

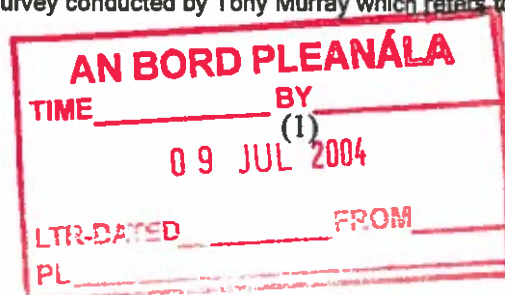
Sandmartins are present at the landfall as referred to earlier. Their habitat has been interfered with by Shell at landfall.

Swallows are regular annual visitors in Gortacrager and have abundant nesting sites in the area.

With respect to Carrowmore lake we also quote from Mayo Bird report survey conducted by Tony Murray which refers to the following:

Goosander (*Mergus merganser*).

1 male at Carrowmore Lake on 13/01/03.



Great Crested Grebe (*Podiceps cristatus*).

| Date | No. | Location | Observers | Notes |
|------------|-----|------------------|-----------|-------|
| 05/05/2002 | 1 | Carrowmore Lake. | DS | |

The Goosander is an Annex 1 species on the Amber list and is a Breeding species (B), with moderate decline, rare/sporadic breeding and/or internationally important or localised.

We also refer to the following per same:

* American Golden Plover (*Pluvialis dominica*)

(3)

Adult on Annagh Beach, Mullet Peninsula 18/09/03, juvenile at Sruwaddacon Bay on 11/10/03 and an adult at Leam Lough, Mullet Peninsula 13/10/03 to 19/10/03 (LA, TM, DS).

The Golden Plover is an Annex 1 species under the Amber list and is a Breeding species (B), with moderate decline, rare/sporadic breeding and/or internationally important or localised.

Re the NPWS report re P03/3343 under 2.1 "Srahmore site – the crucial issue from a nature conservation perspective is not the impact of peat deposition at the Srahmore site itself but the avoidance of any adverse impacts on down stream sites of conservation importance".

"Tullaghan Bay is internationally important for Brent Geese, and is visited by Greenland White Fronted Geese. It is also widely used by several others including Wigeon, Teal, Ringed Plover, Golden Plover, Oyster catcher, Curlew, Bar-tailed Godwit, Redshank, Dunlin, Sanderling.

Bringing in mechanical diggers, pile drivers and trucks in summer would have the potential to disturb comcrakes, hen harriers and other species nesting nearby. This is also the time when the wild Salmon and sea trout are passing through to the Glenamoy river and their smolt are leaving for the sea. We refer to Terminal EIS re P00/2934 where it is stated on page 6-2 that "It is recognised that local watercourses are key locations for the spawning and hatching of fish, especially salmon. Any release of sediment or chemicals into the watercourse during sensitive periods will cause fatalities in the fish population."

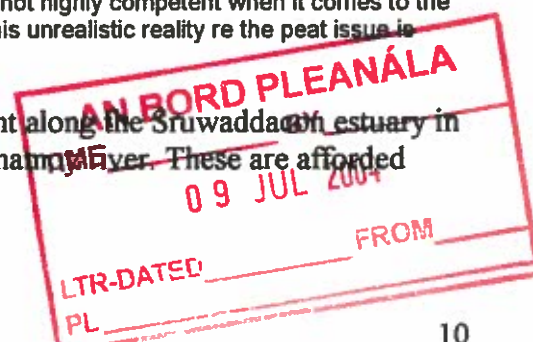
The Glenamoy river supports an important population of Atlantic salmon, a species listed on Annex II of the Habitats Directive as rare and threatened within Europe. This river supports a healthy and viable population. Carrowmore lake supports brown trout. We refer to an article in the Western People newspaper recently entitled Belmullet sewerage report and "A marine survey carried out on Broadhaven Bay indicated a poor level of dispersion and it is for this reason that disposal in Blacksod Bay is being looked at" this statement totally contradicts Shells assessment of Broadhaven Bay with respect to the dispersal into open sea of the discharge from the Terminal (Refinery).

We refer to Appendix 7 which give an insight into the reality which this proposal will have on the fishing industry.

Page 6-2 under heading 6.2 Site clearance and Preparation also refers to "Suitable repositories for the peat to be removed from the Terminal construction site are being investigated in consultation with Mayo County Council, Coillte, Bord na Mona and the NW Regional Fisheries Board. Some of the peat is intended to be used to create berms to minimise the visual impact of the Terminal. It is intended to redistribute the peat within the local forestry area."

With reference to the above statement it would appear that Bord na mona are not highly competent when it comes to the issue of peat removal. How would berms be created from liquid peat ????? This unrealistic reality re the peat issue is reflected once again re P03 / 3343.

There are badgers and otters present in the area. Otters are present along the Sruwaddacon estuary in Rosspoint and have been observed swimming up towards the Glenamoy River. These are afforded protection under the Habitats Directive.



In the proposed Bellanaboy Bridge Terminal EIS, volume 1 produced in December 2003 re P03/ 3343 it is mentioned on page 6-9 under section 6.3.4. "Fauna (non avian)" that " However, a number of species of interest were noted on site, including badger *Meles Meles*, abundant frog *Rana temporaria*, and a pine martin *Martes martes*, (observed by others in 2001 and in 2003). Although the presence of otter *Lutra lutra* was expected in the initial survey (owing to the high abundance of frog as prey) no otter signs were found. However , in the late April 2003 survey considerable otter activity was identified at the east of the site and also close to the badger setts at the north-west of the site." We refer to page 6-11 re Otter's being "present on the nearby Aghoose river and on adjoining lakes and estuaries" " Many otter sprainting sites were found (in spring 2003) along a small drain or steam which runs roughly north-south through the eastern immature plantation, just inside the site boundary"

Bats are also protected under the Habitats Directive, we refer to page 6-10 " A bat survey was conducted on site" we refer to page 6-12 and " a single species being recorded, the common pipistrelle *pipistrellus pipistrellus* (and it is anticipated that several of Ireland's bat species could occur in the area (O'Sullivan, 1994; Richardson, 2000) "

Re: Survey Constraints " March 2001 – An outbreak of Foot & Mouth Disease had imposed restrictions on access to farmland so survey was restricted solely to the proposed terminal site" The outbreak of Foot & Mouth Disease did not impose restrictions on representatives of Enterprise Energy Ireland calling to our residence at that time ??????

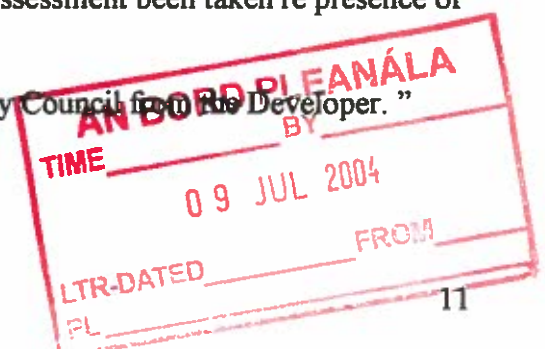
We refer to the Terminal EIS re P03 / 3343 and quote from 3.5.8. " Rock blasting will not be necessary " ... This statement contradicts previous EIS's, Mayo County Council subsequently decided to grant a condition re blasting which was not seemingly requested by the developer ????

We refer to the Terminal EIS re P03 / 3343 and quote from page 8-9 under 8.4.2. Global Stability "Two failures of peat slopes have recently occurred (2003), one close to the site at Pollatomish and one at Derrybrien, Co. Galway " (Refer to Appendix 8 per same).

We refer to Terminal EIS (December 2003) and page 5-14 under heading 5.4.3 Manning Philosophy of the new plant " It is currently estimated that the total terminal staff will be in the region of 50 people. " We refer to Appendix 9 re article in Connaght Telegraph newspaper dated 16/02/2000 and quote as follows " He confirmed there would be few jobs provided by Enterprise Oil in providing a reception terminal at a forest location near the coastline in Broadhaven. It will involve around five to six jobs of a highly technical nature. The facility will be responsible for keeping the gas flowing and ensuring it is clean. It is what happens after the gas is piped out of Broadhaven that will focus our attention over the coming months, added Mr Molloy." We also enclose under Appendix 9 an article in the Western People newspaper dated 19/07/2000 entitled " Gas contracts going to Donegal as Mayo looks on."

A new Offshore EIS should have been produced to take into account the lack of consultation re a whale and dolphin survey for assessment by the public. Has an assessment been taken re presence of Coral reef offshore ?????

We refer to the " request for further information by Mayo County Council from the Developer. "



As the further information submitted was not complete, per example response was totally inadequate re “stability of the pipelines constructed in deep peat soil” under the planning regulations, Mayo County Council should not have granted permission on a totally inadequate response.

We refer to page 5-17 of Terminal EIS (December 2003) under Tourism. We do not agree that “ the long term impacts on tourism and recreation as a result of terminal operation will be negligible in terms of their magnitude”

We refer to Appendix 10 which features a Mayo naturally promotional brochure and features Sruwaddacon Bay and its surrounds on its cover as an enticement factor for tourists. Mayo naturally promoters obviously saw the tourism potential with respect to this area when they decided to use it as promotional material. Who would want to come to an area which is a health and safety hazard zone????????

We also refer to an advertisement placed by Mayo County Council in the local newspapers with respect to a photography competition. The promotional area in Mayo assigned for this advert is Sruwaddacon Bay which once again demonstrates the tourism potential for this area.

We refer to page 5-15 under 5.4.5. “ Health and Safety ”, which states that “ Under the Seveso II Directive, the Operator has a general duty to take all measures necessary to prevent major accidents and limit their consequences to persons and the environment”. This has not been carried out as our main appeal to An Bord Pleanala demonstrates (Project Splitting). We refer to Appendix 11 which refers to a letter sent to us by Mr Tom Beegan (Chief Executive) of the Health & Safety Authority (N.A.O.S.H.), the letter includes “ As a farmer you are required by law to keep yourself and other persons on your farm safe. Under Health and Safety law you must identify hazards and assess risks on your farm, and set out the safety control measures you have in place.”.....

The Chief Executive Mr Tom Beegan applies his full attention to deal with general farm safety hazards and informs us to “ Please take the time to read the enclosed document ”, meanwhile Mr John Colreavy of the Process Industries Unit of the HSA (NAOSH) is afforded the opportunity to sign off on a dangerous concept which is unprecedented and which creates a health and safety hazard which has not existed previously and Mr Beegan requires us to fill in a form re self-assessment re hazards on our farm. Mr Beegan does not make any attempt to sign off and verify Mr Colreavy’s assessment. This whole saga represents double standards.

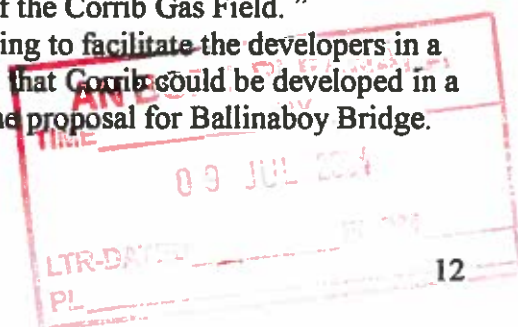
We refer to a letter from An Bord Pleanala dated the 25th June 2001 (Appendix 12) which states under Item 5 that “ There is no record of the Board having Professional Indemnity Insurance. ”

If this dangerous concept is allowed to proceed as planned and an explosion occurs resulting in injured people and casualties (a very high probability statistically speaking) who will carry the responsibility with respect to compensation claims which will run into millions ?????

What insurance companies are going to insure our private residential properties and associated lands from this unprecedented dangerous concept ?????

With respect to P01/900 the Board stressed in their summing up of the findings that “ Finally, the Board noted that alternatives are available for the development of the Corrib Gas Field. ”

This statement in our opinion illustrated that the Board were willing to facilitate the developers in a realistic manner. The Board by offering this alternative indicated that Corrib could be developed in a sustainable fashion with real substantial benefits as opposed to the proposal for Ballinaboy Bridge.



We refer to Appendix 13 which gives an insight into " Corrib gas delay is a chance for a major rethink " by Mr Colm Rapple. We wish to state that we have read all the other appeals in relation to appellants and that our comments on the overall EIS's are taken from the point of view of having perused other appeals which have covered various sections of the EIS's thus avoiding repetition.

We consider that this proposal will have a significant detrimental effect upon the interests of a candidate Special Area of Conservation, upon breeding Annex 1 species (Birds Directive) and upon the landscape, scenic qualities and wildland character of the area. We disagree with the conclusions in the Environmental Statements that the proposal complies with international, national and local policy as it has not, in our view, satisfactorily demonstrated this. International Directives have been violated with specific detail to the SEVESO Directive, the Birds Directive, and the Habitats Directive.

We ask that An Bord Pleanála refuse planning permission for this dangerous unprecedented concept.

We are informed that there is no charge re this observation as we are party to an appeal lodged with the Board re P03 / 3343.

Yours sincerely,

Signed by:

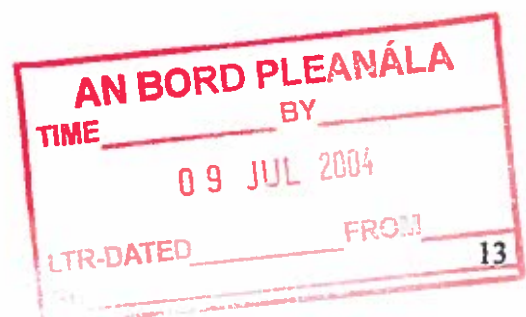
Brid Mc Garry B.Agr Sc (Food Science & Chemistry)

On Behalf of:

Brid Mc Garry Brid Mc Garry.

Teresa Mc Garry Teresa Mc Garry

Encs: Appendices 1,2,3,4,5,6,7,8,9,10,11,12,13.





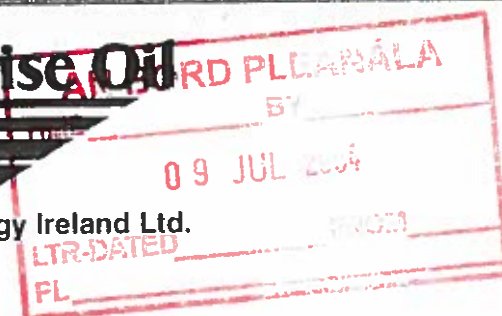
CORRIB NATURAL GAS FIELD DEVELOPMENT

Offshore Environmental Impact Statement



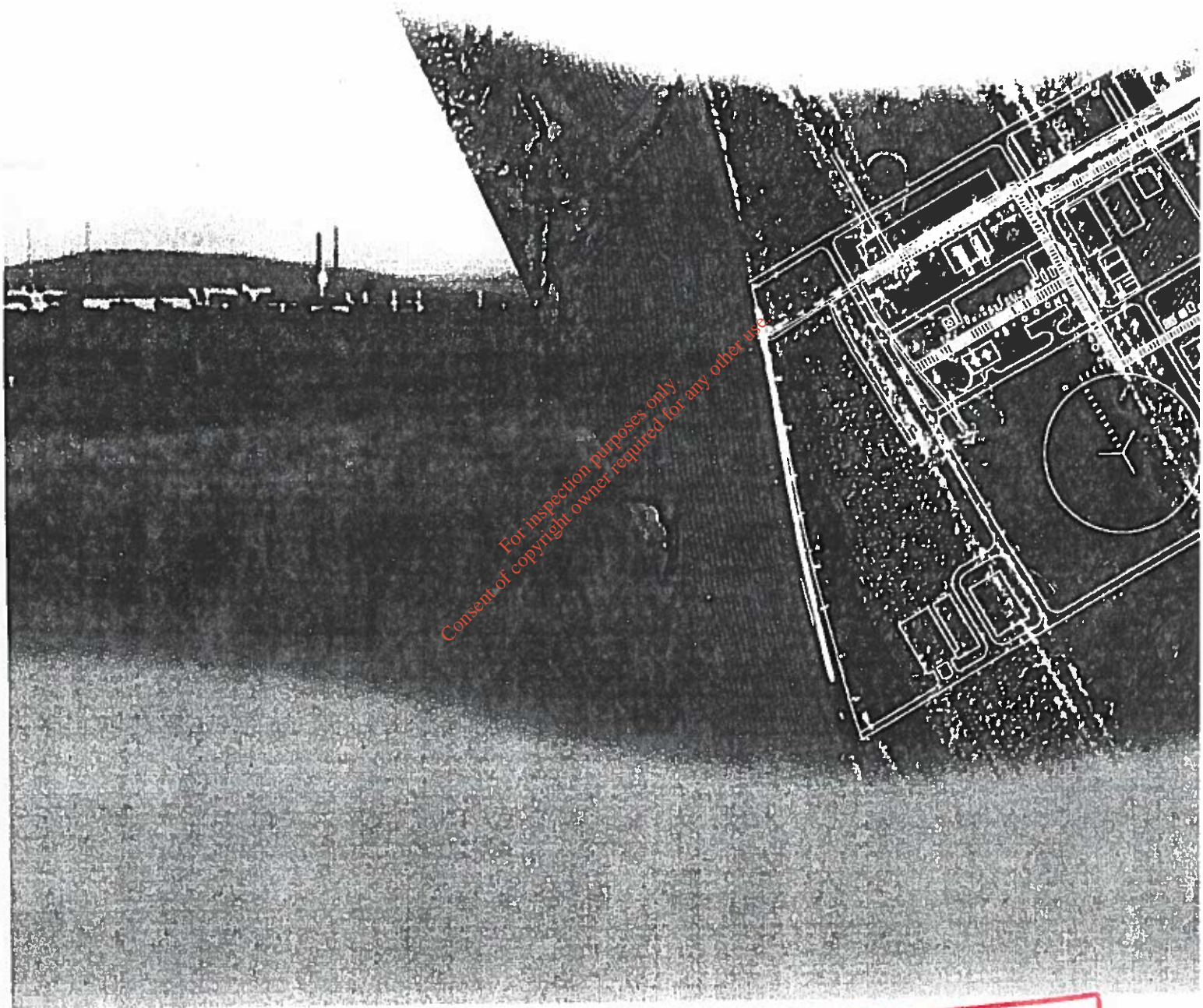
Enterprise Oil

Enterprise Energy Ireland Ltd.



BELLANABOY BRIDGE TEROODINA

Environmental Impact Statement



Enterprise Oil

Enterprise Energy Ireland Ltd.

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|----------------------|------|
| BORD PLEANÁLA | |
| TIME | BY |
| 09 JUL 2004 | |
| LTR-DAL | FROM |
| PL | |



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Appendix 1

>2m cliff of Peat

'tree root penetration'.

Appendix 1

"Seed trees flourishing along
felled area by E.S.B."

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Anchor find may lead to Armada shipwreck off Erris

V.P. 30/08/00

THE prospect of an exciting Mayo find relating to the ill-fated Spanish Armada was raised last week with the finding, in Broadhaven Bay, of a ship's anchor believed to be from an Armada vessel.

Duchas, the Heritage Service have designated the site a protected area under the National Monuments Act and they are to examine the area at a later date.

The anchor is definitely of ancient origin even though it appeared to have been in recent use and there are historical records of Armada ships having been in the area.

The anchor was hauled in by Killybegs fisherman, Pat Cahill who fishes in the Broadhaven Bay area. A rope was tied to the anchor by means of wire rope which was of recent manufacture. This led to the belief the anchor was found and was used for some time and lost again.

Supt. Tony McNamara, Belmullet, said it was too early to say what significance the find was. Duchas had put a preservation order on the area and they would examine the site.

The find was made in an area between Brandy Point in Broadhaven Bay and Ballyglass lighthouse.

The Spanish fleet of war as it was known set out in 1588 from Spain to conquer England. There were sixty-five heavily armed galleons, twenty-five store ships and thirty smaller vessels. In an engagement in the English channel a number of ships were lost. An order was then given to return to Spain.

Some of the ships sought shelter along the west coast of Ireland which became the graveyard of twenty-four or more of the vessels many of which were heavily laden



with artillery and many unsuitable for Atlantic conditions.

It is believed three ships perished off Erris. The survivors were dealt with brutally. In the State Papers of the Elizabethan era Edward Whyte, Clerk of the Council of Connacht wrote: 'There is another great ship cast away in Tyrawley and 72 of her men are taken by William Burke of Ardnaree, and a bishop and a friar and of the said number there be three noblemen. Most of the men of that ship are either slain or drowned. They were so miserably distressed coming to land that one man named Melaghlen McCabb killed eighty of them with his galloglass axe'.

AN BORD PLEANÁLA

TIME _____ BY _____

09 JUL 2004

LTR-DATED _____ FROM _____

PL _____

To : Helen
From : Brid Mc Garry (fax no. 097 88082 for acknowledgement)
No. of pages : 2

Attn . Noel Sheehan
National Parks and Wildlife Service
7 Ely Place
Dublin 2

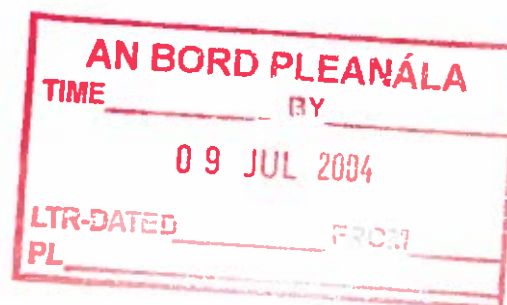
02/06/04

Dear Mr Sheehan,

Please find attached a map showing the Glenamoy cSAC and Sruwaddacon SPA area in north County Mayo. The area encircled is an established heronry. The Little Egret located in the upper reaches of Sruwaddacon Bay also associates itself with this heronry and feeds in this area. From my observations today it would appear that Coillte personnel are intending to cut down trees in this particular area. I request that the National Parks and Wildlife Service ask Coillte to avoid felling in this area for the reasons outlined above.

Yours sincerely

Brid Mc Garry



The Department of the Environment, Heritage and Local
Government,
4th Floor,
Dún Scéine,
Harcourt Lane
Dublin 2.

Direct Line: (01) 4117178
Fax No: (01) 4117120

facsimile transmittal

To: Brid Mc Garry : Fax No: 097 880803
From: Helen Francis
Re: Fax
Pages 1
☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

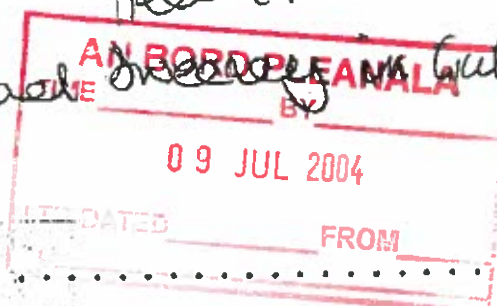
A Chara,

Please find attached this Department's recommendations.

Mise le meas,

your fax was received 02/06/04

your query has been
passed on to Michael



Gortacragher
Rossport
Ballina
Co Mayo
097 88082

30th June 2004

Mr Paul Jordan
c/o Coillte Teoranta (The Irish Forestry Board)
Regional Office
Government Buildings
Cranmore Road
Sligo

Re : Felling of trees in area outlined

Dear Mr Jordan,

Please find enclosed a copy of my letter to Mr. Seamus O' Connor (Local Forestry Officer) dated 8th June 2004 and his response to same dated 11/06/04 stating that Coillte were not felling any trees in the area I referred to and that they are aware there is a heronry in this area and "will always exercise due care and attention not to disturb same at any time".

I enclose five original photographs taken on 10/06/2004 depicting recent felling and disturbance to nesting herons in the area outlined in my correspondence.

Photos numbered 1 and 2 show recent felling and evidence of a mechanical digger in use at the time of felling, photo number 3 shows the area of felling in relation to Sruwaddacon Bay (SPA), photo number 4 shows a specific marker in the area of felling and photo number 5 shows a heron's nest adjacent to area of felling.

Coincidentally this area of felling also corresponds with the proposed route for the Corrib gas upstream pipeline.

I request that Coillte investigate this matter as outlined and as Coillte personnel did not fell the trees (as clarified above) who carried out this unauthorised work?

Yours sincerely

Brid Mc Garry



To : Maureen Burke
From : Bríd Mc Garry (please fax acknowledgement to 097 88082)
No of pages : 2

Attn . Senmus O' Connor
Local Forestry Officer
c/o Coillte Teoranta
District Office
Davitt House
Castlebar
Co. Mayo
Phone 094 9021255
Fax 094 9021480

8th June 2004

Dear Mr O' Connor

I contacted the National Parks and Wildlife Service on 02/06/04 and informed them that it appeared that Coillte personnel were felling trees in the Glenamoy cSAC area and adjoining Sruwaddacon Bay SPA in north County Mayo.

I attach a map showing the area in question (circled) which is an established heronry. The Little Egret (a protected species) associates itself with this heronry and feeds in this area. Mr. Tony Murray (local Dúchas now N.P.W.S. ranger for north Mayo) on following up this complaint informed me this morning that he contacted Coillte personnel and that they stated that they were not in the area in question. Would you please acknowledge by return of fax or letter that Coillte personnel did not cut trees in the area specified.

Yours sincerely

Bríd Mc Garry
Gortacragher
Rosspoint
Ballina
Co. Mayo
Phone No. 097 88858
Fax No. 097 88082

AN BORD PLEAN

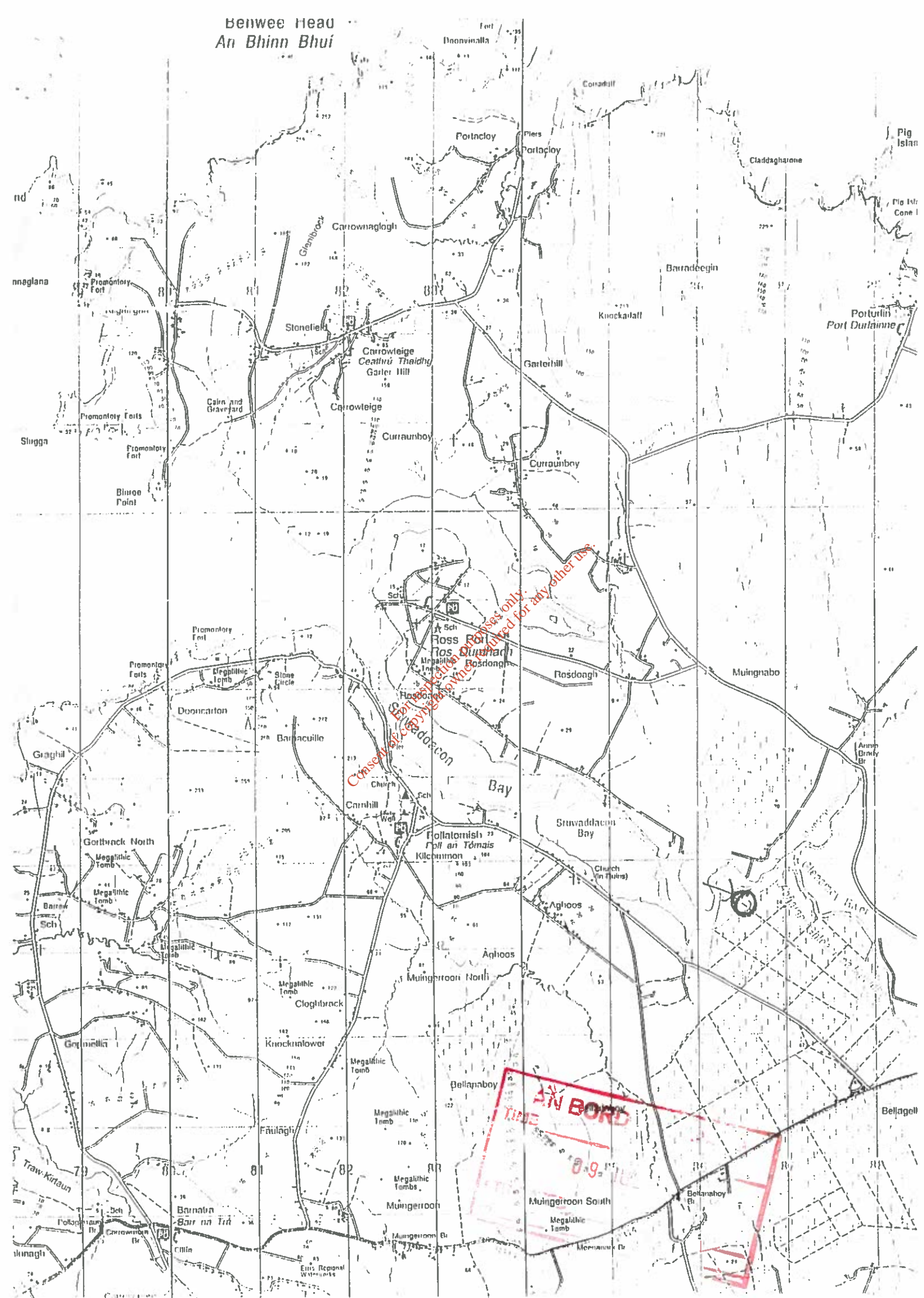
TIME _____ BY _____

09 JUL 2004

LTR-DATED _____

PL _____

Benwee Head
An Bhinn Bhui



MICHAEL DAVITT HOUSE
CASTLEBAR
CO. MAYO
TELEPHONE 094 9029400
INTERNATIONAL 353 94 9029400
FAX 094 9021480
WEBSITE <http://www.coillte.ie>

Ballycastle
11/6/04

Good Mr. Barry,

I received your letter yesterday re the
fellows. I wish to confirm that Coillte
were not fellows any time in the way you
mentioned. We are aware of the way
in which you mentioned and will always
take care to bring attention not to
disturb some of our trees.

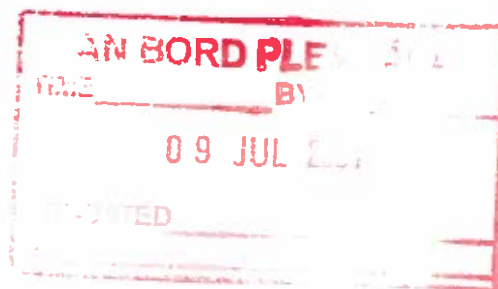
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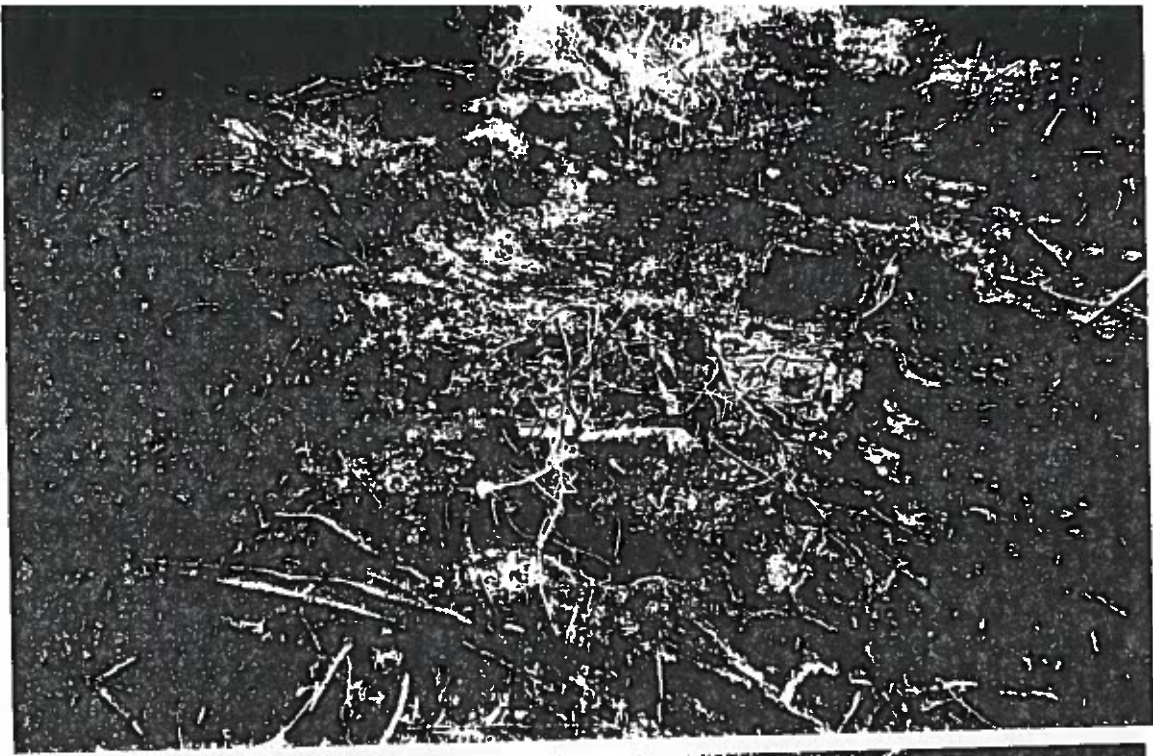
Yours
Sincerely
Sandra Carson

COILLTE TEORANTA
REGISTERED OFFICE
LEESON LANE, DUBLIN 2

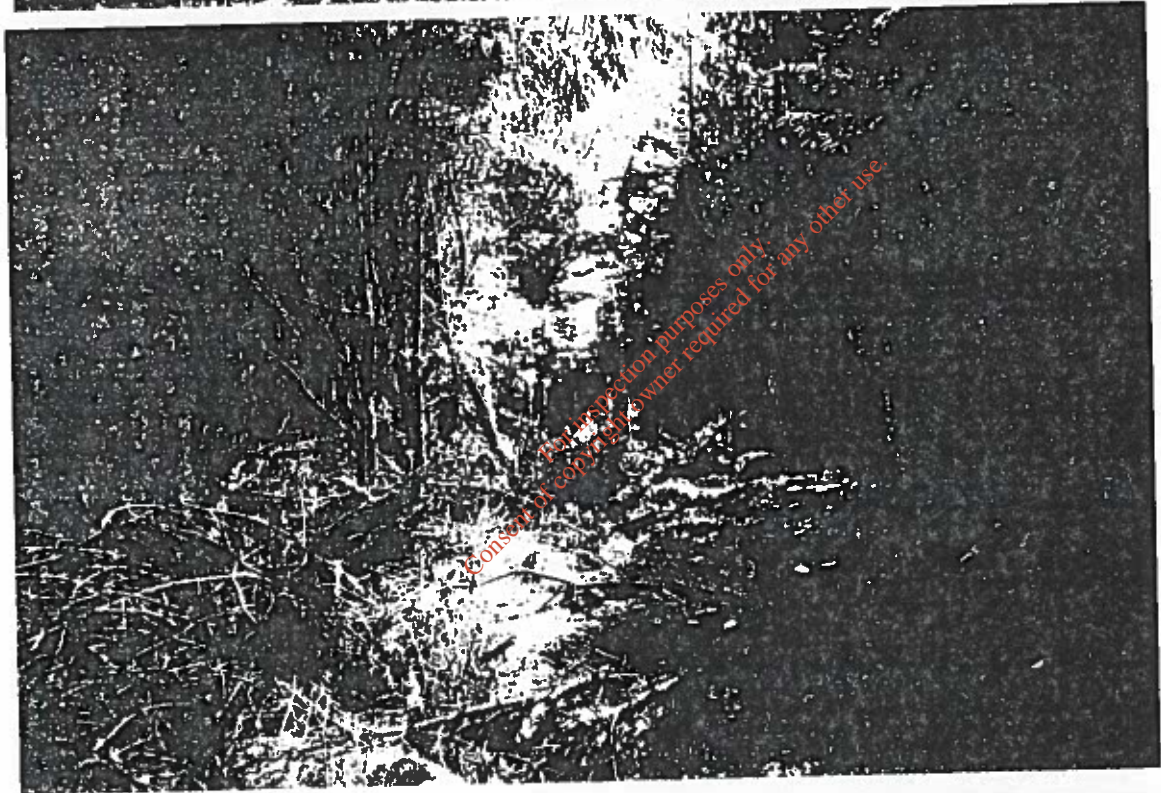
REGISTERED IN IRELAND
NUMBER 138108

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MICHAEL GLENHON
RICHARD HOWLIN
PETER HUNT
MICHAEL LALOR
SINEAD LEECH
MARTIN D. LOWERY





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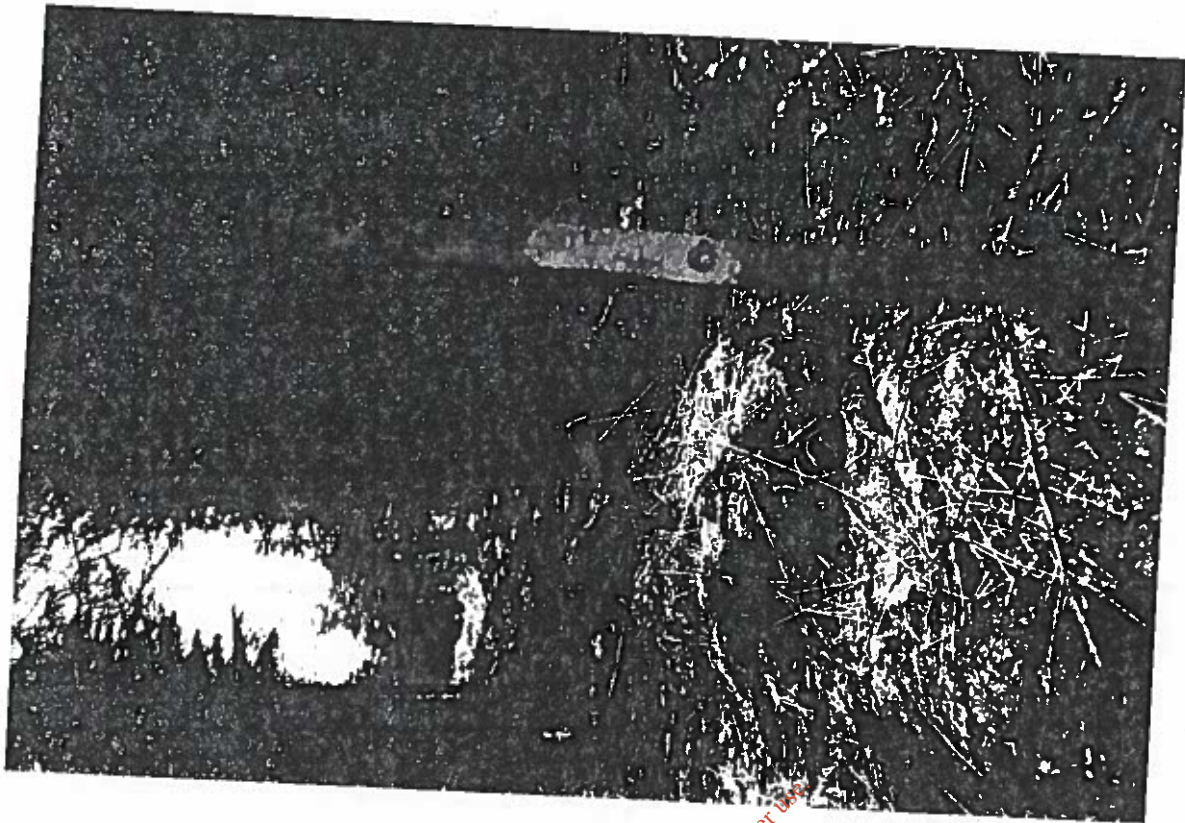
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Appendix 3

Heron's nest adjacent to unauthorized felling



Appendix 3

"cliff of peat where upstream P. pelv. is exposed to traverse"

Appendix 3

"Evidence of the use of a Mechanical Digger"



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Appendix 3

"Area of felling in relation to Grunndalen Bay looking over towards Gatacragner, and specific mark"



Appendix 4

Monday, July 2, 2001

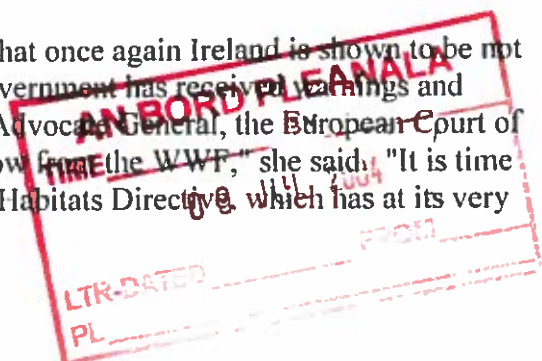
Ireland loses race to protect wildlife

By Judith Crosbie

Ireland has come last in an evaluation by the World Wildlife Federation of how well EU countries are protecting their species and habitats. Ms Sandra Jen, of the WWF, said lack of political will to implement fully the European Commission's directive on habitats was one of the issues that emerged during the evaluation. There were too few protected sites and the environmental legislation was inadequate, she said. Ms Jen added that although the Republic benefited from structural funds, these were not being used in a constructive way towards sustainable development. An Taisce has called on the Minister for Arts, Heritage, Gaeltacht and the Islands to speed up the process of protecting species and habitats before the European Commission imposes penalties on regional aid. Progress on the implementation of the Habitats Directive is presented as a 30km race in the WWF report, entitled Race to Protect Europe's Natural Heritage.

The report is based on the answers to a questionnaire which looked at legal aspects of implementation of the Habitats Directive, which protects habitats and species and puts plans into practice. EU member-states were given points or "kilometres" for each question answered positively. Of the 14 states examined, the Republic of Ireland is in last place, with 8km out of 30km. Just ahead of Ireland were Greece on 12km and Germany, Spain and Portugal on 13km. While Denmark came out on top with 21km, the WWF said all the countries questioned were behind on habitat and species protection. Every deadline for implementing the Habitats Directive, adopted in 1992, was broken, it said. "The longer it takes to finish the race to implement Europe's most important nature conservation law, the longer habitats and species will be vulnerable to inappropriate construction projects," Ms Jen said.

Ms Shirley Clerkin of An Taisce said: "It is regrettable that once again Ireland is shown to be not playing its part to protect habitats and species. "The Government has received warnings and recommendations from the European Commission, the Advocate General, the European Court of Justice, the Irish non-governmental organisations and now from the WWF," she said. "It is time they heeded the advice and entered into the spirit of the Habitats Directive, which has at its very core sustainable development and quality of life."



Corncrake numbers are up

FIGURES just released by BirdWatch Ireland show a 25% increase in the West of Ireland Corncrake population this summer. More birds were confirmed in coastal Sligo, Mayo and Galway in 2003 than were found in any year since grants to protect this endangered species were first introduced, ten years ago.

The most substantial increases locally were on the Connemara islands, with at least five birds on Inishbofin (Galway) - the most heard here since the 1980s - four on nearby Omev Island, two on Inish-

turbot and one on Mweenish, near Carna - the first heard here in 15 years, and a sign that this endangered species can return to former haunts.

Around Blacksod and Broadhaven Bays, Corncrake numbers remained more or less stable, with five birds counted on the Mullet peninsula (up from three last year), two calling males this year at Valley, Achill, with birds also returning to traditional sites at Dooloma, Rossport and Kilgalligan (near Carrowteige).

Elsewhere in Mayo, Corncrakes returned to

Doughinakeon, near Louisburgh, to the north coast near Ballycastle and to the Lough Conn area, with one calling male at each of these locations. One bird heard early in the season just outside Westport may have been the same one later reported around Mulranny, at Rockfleet and late in the season at Roonah. In Sligo, two calling birds returned to their traditional site at Raghly Point, near Lisadell, with one also calling from the grounds of Easky castle in the early part of the season.

W.P. 3/9/03

Appendix
5

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Appendix 6

DAIL ÉIREANN
BAILE ÁTHA CLIATH, 2.

Press Statement – 14th August 2002

Corrib Gas Field:

Joe Higgins calls on Minister for the Marine and Natural Resources to make Shell Oil halt huge excavation at Glenfad Beach until An Bórd Pleanála decides refinery/terminal location

Joe Higgins T.D.
Socialist Party

Shell Oil is involved in a huge excavation at Glenfad Beach, North Mayo, through its member company Enterprise Energy Ireland. A massive tonnage of rock, silt and beach materials is being dumped offshore with a great risk to the local ecological balance.

This is in flagrant breach of the spirit of An Bórd Pleanála's decision of 21st June 2002 (PL 16.126073) which called on the Shell Company to consider alternatives for processing the raw gas other than the proposed site at Ballinaboy, for which the Glenfad works are being carried out. Enterprise Energy Ireland has until 20th September to respond to the Bórd.

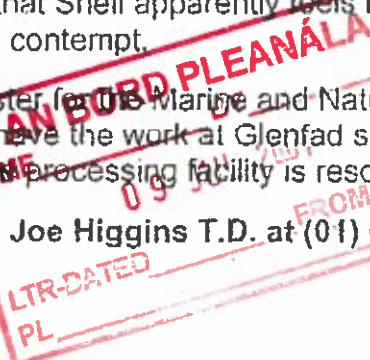
However, the huge disturbances being carried out at Glenfad is on the presumption that there will be no change to the original plan.

An Bórd Pleanála has raised the most serious questions about the viability of constructing an onshore facility at Ballinaboy, particularly with regard to the storage of the 600,000 cubic meters of peat that is proposed to be excavated and the "significant environmental cost" caused by the "visual obstructiveness" of the facility.

Such is the latitude given by the Fianna Fáil/ Progressive Democrat Government to this gas exploration operation, that Shell apparently feels it can treat the local people and their environment with contempt.

I have written urgently to the Minister for the Marine and Natural Resources, Dermot Ahern, requesting him to have the work at Glenfad stopped until the question of the final location for the processing facility is resolved.

For further information, contact Joe Higgins T.D. at (01) 618-3038



Scientist raises serious questions on impact of Gas terminal

SERIOUS questions about the possible impact of the Gas Terminal, proposed for Ballinaboy in North Mayo, on the environment, on flora and fauna of the area, on fishing and marine life and on the health of people living in the area have been raised in a document produced by a University scientist.

Dr. Alex Rogers of the School of Ocean and Earth Science, University of Southampton, England, says the development proposed for North Mayo would appear to offer little to the local community while at the very least it would have strongly negative effects on their environment.

"Threats are possible from this development to the local fishing grounds, wildlife and future potential as a tourist area. While Ireland has an urgent requirement for expansion of the offshore hydrocarbon industry, care should be taken not to destroy the country's natural heritage that, in the case of the west coast, is among the

most beautiful and unspoilt in Europe," he said.

He was asked to comment on the Bridge Terminal proposal and Corrib Natural Gas Field Environmental Impact Assessments by Enterprise Oil Ireland by Paddy and Mary O'Donnell, Portluthin, who own Portluthin, Shellfish which employs twelve people in the area.

At the weekend Mr. O'Donnell said it was now up to the Government and other agencies to protect the people of the area. "Salmon will have quotas and all we will have left will be the shellfish industry. The Minister, Mr. Fahey must come out and protect the people on this. If we do not succeed on this we are finished," he said.

Dr. Rogers said the gas terminal site would be a substantial development of some 44 hectares area. The site would have an immediate and substantial impact on the surrounding countryside which at present consisted of largely undeveloped countryside.

The plant was required for treatment of natural gas from the Corrib field and processes would include removal of produced water, formation water and hydrocarbon condensates from the gas followed by injection of the gas for domestic consumption. The plant would be built over a

period of two years and it would require subsequent modification, probably after five years, as gas pressure from the well decreased. Additional modifications might be required after product in began for installation of mercury removal facilities for produced and formation waters. Flaming might occur from the plant during abnormal operating conditions or during emergencies.

Produced water and formation waters would be released through an outflow pipe into Broadhaven Bay some 4 km. offshore. Referring to the Environmental Impact Assessments for this facility he said it seemed likely that some contamination of fluids discharged from the outfall pipes would be contaminated with heavy metals including mercury. The EIAs admit that the exact nature of mercury compounds released and quantities were unpredictable.

The EIA said that contaminants may accumulate in shellfish exploited by local fishermen in the area but then cited a single reference as evidence that food-chain biomagnification did not occur.

Dr. Rogers gave other references to show this did occur and said that in extreme cases bioaccumulation of heavy metals, especially mercury, had led to human deaths. Acceptable lev-

els of such metals in seafoods were extremely low. The behaviour of such metals was highly unpredictable in coastal environments, especially given the lack of information on possible chemical discharges from the terminal.

He went on to say quantities of methanol released with discharged water would seem to be quite high, significant quantities of nitrogen dioxide would be released into the air around the plant, along with particulate materials and volatile organic compounds. Even though nitrogen dioxide concentrations were predicted to be below recommended levels he asked was there any evidence for risks to health from such discharges?

"One of the justifications for the location of the terminal in Mayo is an economic one. However, it is predicted that the plant will usually operate with 17 staff and up to 8 visitors. Given that such workers are likely to have skills not available to the local community this justification would seem to be poor," Dr. Rogers said.

Mayo, however, might have considerable potential as a tourist area, especially as other parts of Ireland became developed. A gas terminal may detract from the areas natural beauty and harm this industry that may have a longer life than the gas terminal.

"I must raise serious concerns regarding the assessment of the habitats and species to be affected by this development. These assessed vegetation in the area and mentioned the occurrence of some bird species. Little attention seems to be paid to the SACs in the area, especially Glenamoy

Bay/Sunwaddaon Bay area," he said.

The survey mentioned a few birds, including passing mention of corn-crakes and crossbills. Corn-crakes are regarded as an endangered species. Their habitats, both in Ireland and in their wintering grounds in Africa, are under severe threat. Numbers had fallen dramatically and now there were only four areas in Ireland where small populations of these birds were found. One of these areas was the Mulllet Peninsula.

"The occurrence of any of these birds in the vicinity of the proposed terminal and pipelines is cause for concern. EIAs discussed difficulties of placing a cam at natural level and on this basis alone the plans presented in the EIAs should be reconsidered. I need not add that no consideration was given in the EIA of terrestrial invertebrates or small mammal populations, though comment is passed on the presence of other pine martins and red squirrels," he said.

He went on to say he found the surveys carried out of the marine fauna, both in the intertidal zone, shallow subtidal and offshore uninformative. Offshore sampling consisted of a series of cores around the Corrib field. Species lists of the macrofauna found in these cores were presented in the report with useless comments on how similar they were to each other. There seemed to have been little effort to carry out serious comparisons with similar sampling programmes elsewhere along the Atlantic Margin.

"Likewise a few day grabs of the inshore area were of no use in assessing the diversity of the shallow water fauna and flora in the Belmullet area.

This required detailed transects by professional marine biologists using scuba gear and detailed shore surveys. Seagrass beds were a feature of the nearby Blacksod Bay. Did such a habitat occur in the area covered by the report?

Dr. Rogers asked if alternative options had been considered. For example, was it possible to site the terminal at Belleconnock where there was already a gas-fired power station, or even in Galway where the link up with the gas system was proposed. EIAs discussed difficulties of placing a platform at sea over 350m depth of water, but BP had floating facilities in deeper water off the west coast of Scotland.

AN BORD PLEANÁLA
BY
09 JUL 2004
TIME
LTD-DATED
PL

Clean natural gas - at what price?

UMANN IASCAIRÍ CHOIS CÓSTA IORRAIS (Erris Inshore Fishermen's Association) is a newly formed group, representing the fishermen and fishing industry of the Erris area. The concerns highlighted by the Association are not only of those involved in the fishing industry but of many of the people of Erris. Their greatest fears regarding the potential negative impact the Corrib Natural Gas Field Development will have on the Erris area, have been confirmed by the technical advice and independent information they have received from the following:

NUI Galway - Chemistry Department, NUI Galway - Oceanography Department, Marine Institute - Marine Environment & Health Services Division, Irish Fishermen's Association, Wildlife Trusts/WVF UK, University Of Southampton - Oceanography Department and Independent Ecologist & Marine Biologist

The group has met with Enterprise Energy Ireland Ltd on two occasions. Further to their last meeting, they are awaiting a response from EEI regarding their proposals.

Brian O Cathain (Managing Director, EEI) sent a letter on March 9th, confirming that due to the FMD crisis, that EEI will not be holding any public meetings in the immediate future. However, they are currently carrying out some preliminary works/surveying on both the terminal site Broadhaven Bay!!

Mr O Cathain also stated in his letter that "since July of last year, Enterprise has engaged in an extensive process of consultation with the local community and various interest groups. During this time we have held more than 150 meetings with organisations and individual members of the Mayo community. These meetings have been both open and detailed and have been of

departments and public offices unwilling to allay the fears of the people of Erris?

Why are our requests for public information being rejected? We are only hoping this earth to hand on to the next generation surely the people of Erris should have some say in the inheritance they are passing on?" they said.

The Erris Inshore Fishermen's Association sent a detailed report to EEI, relevant planning authorities and licensing authorities on March 6th, 2001. To date no reply has been received - gas or what!!!

This report said, in part - "it is inevitable that Erris must depend on the development of its natural resources to survive as a vibrant community. Its very remoteness is in itself an asset. It guarantees peace and tranquillity to the stressed out and city dwellers. Its pure environment, vast unspoiled beaches, serrate coastline and clean crystal clear waters acts as a magnet to the environmentalist and nature loving tourist. Its abundant and vastly varied species of fish make it a veritable paradise for the angler whether they may be a sea or fresh water enthusiast".

The fishermen's Association would like to convey their disappointment at how the authorities have dealt with their request for information. The Association requested a copy of the planning application submitted to Mayo County Council, be put on display in the Belmullet Council office for perusal by the public. This would relieve them of undertaking the one hundred mile round trip to Castlebar to view the documents. In reply, Mayo County Council stated that they would be unable to 'put on permanent display' the Planning Application but they would "endeavour to

"Pollution from gas development is not acceptable" - Erris In-shore Fishermen's Association

Another extract of the report states - "for many years, farming and fishing have been the mainstays of the Erris economy, both of which are now under threat due to over production on quotas. Viable alternatives such as aquaculture, shellfish development, rural and cultural tourism. If the Erris people are to survive as a vibrant community, they must depend heavily on their natural environment. It must remain pure and unspoiled. Gas is of great economic benefit to our country. We welcome it to our shores. However, it cannot be allowed to pollute the people of Erris out of existence. We will not allow it. There is no doubting the fact that gas will be of great economic benefit to the country and to those who are served by the Bord Gáis Eireann Network. We have been listening for some time now to the media advertising 'clean natural gas' - Yes, it can be clean natural gas, but at what price?

The report also lists the various impurities, metals and chemicals involved in the extraction and purification of the gas and states that from the marine point

of view, mercury is the most detrimental. The report goes on to say "As of yet there is no treatment identified or agreed by Enterprise Energy Ireland to deal with it. It is our fear that it will be discharged to Broadhaven Bay. However, when the Association first contacted EEI, they verbally assured them that the discharge from the terminal site will be 'as pure as Ballygowan'!!"

Concerns are also expressed about the emissions to the atmosphere and the consequential knock-on effect to the lives of the people of Erris. - "We are concerned about the impurities that have the potential to seep into our freshwater systems and their effects. There is also major concern regarding wildlife, flora and fauna".

Concern for the livelihood of the fishermen is also detailed in the report. "As fishermen, we are concerned about the impurities that are planned to be discharged into Broadhaven Bay, with inevitable damage to marine life and in particular to filter feeders. Blackscod and Broadhaven Bays are where we earn our livelihood. Both bays are also ideally suited to shellfish farming, a necessary supplement to our income due to depletion in fish stocks. There are natural oyster beds in Blackscod Bay, administered by a local co-operative for its 165 members. There is an experimental oyster farm in Broadhaven Bay and an abalone farm in its development stages". The report also discusses the location of the incoming gas pipeline. The proposed route for the pipeline is unacceptable for the fishermen as it concedes with the best fishing grounds. The Association has asked for the pipeline to be re-routed. The report also states - "During the Feasibility Study of the Corrib project, initial appraisals considered several land fall locations on the West Coast of Ireland, extending from the mouth of the Shannon to Sligo Bay. Erris was selected because of its proximity to the gas field, its ease of access from the sea and from an economical point of view. Other areas were rejected, not for the foreground reasons but on the grounds of the 'unsuitability of the coastal terrain, environmental sensitivities and the importance of tourism and aquaculture to these areas' (OS E.I.S. 8-5) - Does this

criteria also not related to Erris?

The report is summarised by - "We are not opposed to the landing of the gas in Erris or the necessary process to deliver clean natural gas. We are strongly opposed to pollution of any kind to our environment. If the CLEAN NATURAL GAS can be delivered without pollution, we welcome it. If not, we must revisit the option of having the gas purified at source. Our objectives are simple and achievable. We want to stay a living and vibrant community. We want to stay a pollution-free zone as was accepted by our authorities when most of Erris was designated Special Areas of Conservation (SAC), or Natural Heritage Areas (NHA) or areas of scientific interest".

The reports concludes with - "We object to the granting of any Petroleum Licence, Forshore Licence or Planning Permission to Enterprise Energy Ireland Ltd until such time as our environmental and heritage agencies, in co-operation with local residents and concerned groups are satisfied that our concerns have been addressed and acted upon."

rapny Department and independent Ecologist & Marine Biologist

The group has met with Enterprise Energy Ireland Ltd on two occasions. Further to their last meeting, they are awaiting a response from EEI regarding their proposals.

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Mr O Cathain also stated in his letter that "since July of last year, Enterprise has engaged in an extensive process of consultation with the local community and various interest groups. During this time we have held more than 150 meetings with organisations and individual members of the Mayo community. These meetings have been both open and detailed and have been of immense benefit in informing us of the issues and concerns of residents and groups in the area".

The Fishermen's Association has requested details of these meetings as they were not aware of such a widespread public campaign regarding the development!

Mr. O'Cathain also goes on to state: "The Corrib Gas project will involve a projected investment of over £500 million, making it one of the largest single investments in the history of the State. It will be of very significant benefit to the Irish economy and Enterprise Energy Ireland is committed to ensuring that everything possible will be done to provide benefit to the community, both locally and nationally and that the project is handled as sensitively as possible".

In reply to this letter the Erris Inshore Fishermen's Association said that at no time were the fishermen of the area consulted (despite the fact that 'more than 150 meetings were held' !!!) It was the fishermen them-

selves who were consulted at further meeting within six weeks. To date this has not happened.

The Association also feel that further public consultation with the people of Erris is urgently required. Surely this is a very meagre request, as the projected investment will be over '£500 million'!! Maybe at a public meeting EEI may now be able to confirm what 'benefit to the community' this project will be!!

The Fishermen's Association would like to convey their disappointment at how the authorities have dealt with their request for information. The Association requested a copy of the planning application submitted to Mayo County Council, be put on display in the Belmullet Council office for perusal by the public. This would relieve them of undertaking the one hundred mile round trip to Castlebar to view the documents. In reply, Mayo County Council stated that they would be unable to 'put on permanent display' the Planning Application but they would "endeavour to place on display in Belmullet a copy of the original documentation and EIS". The Association never asked for 'permanent display' of the file and EIS documents they are willing to display are freely available from Enterprise Energy Ireland. To date Belmullet Council Office has not publicly advertised the availability of this documentation at their office.

The Association was further dismayed with the response received from Department of Marine and Natural Resources. This Department engaged an independent firm (Environmental Resource Management) to carry out an independent assessment on the Environmental Impact Statements prepared by Enterprise Energy Ireland. The Fishermen's Association sent a formal request to the Department of Marine and Natural Resources for a copy of the findings of ERM. Their request was refused. Whatever happened to freedom of information?

"Why are our planning authorities, government

should have some say in the inheritance they are passing on!!" they said.

The Erris Inshore Fishermen's Association sent a detailed report to EEI, relevant planning authorities and licensing authorities on March 6th, 2001. To date no reply has been received - gas or what!!!

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Appendix 7 Western People

04

Belmullet sewerage report

THE disposal of effluent from a planned new sewerage scheme in Belmullet to Blacksod Bay as opposed to Broadhaven Bay is now being investigated.

A marine survey carried out on Broadhaven Bay indicated a poor level

of dispersion and it is for this reason that disposal in Blacksod Bay is being looked at.

Brian O'Reilly, Executive Engineer with Mayo County Council, has told Cllr Tim Quinn that the delay in finalising the preliminary report for the

scheme related to this issue.

He said that assuming a decision on the disposal of the effluent can be made shortly he expects to have the preliminary report submitted to the Council in the next six to eight weeks.

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TIME

09 JUL 2001

FROM

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PL

Planning permission was refused on a single ground – the dangers posed by

Appendix 8

Devastation vindicates rejection of gas terminal

Irish Times
23/9/03



The landslide in Mayo indicates An Bord Pleanála made the right decision on the Corrib proposal, writes Frank McDonald

Last May, An Bord Pleanála was criticised by pro-development interests in the west for its decision to refuse planning permission for the Corrib gas terminal at Bellanaboy, Co Mayo, because it was concerned about the safety of the peat mountain it would have created.

The Minister for Communica-

tions, Marine and Natural Resources, Mr Ahern, expressed the Government's regret that it would further delay the development of the Corrib gas field, while Mr Frank Fahey, Minister of State for Labour Affairs, described the reason given as "a technicality".

Not many people living in the area affected by the landslide on Doon-

carton Mountain, just over two miles from the proposed terminal, would be quite so dismissive.

They saw roads ripped up, bridges damaged and even a graveyard devastated by the slippage of a blanket bog.

Enterprise Energy Ireland, a subsidiary of Royal Dutch Shell, had planned to excavate more than 600,000 cubic metres of peat from the site of the proposed terminal.

It was to be stored in two repositories on another part of the site, overlaid on a sloping blanket bog of variable thickness.

An Bord Pleanála refused planning permission for the development on a single ground – that the "high probability" of both of these peat repositories becoming unstable would constitute "an unacceptable risk to the health and safety of the local community and of the general public".

It made this decision having regard to the contours of the area, the amount and pattern of rainfall there, the characteristics of the disaggregated peat, the method proposed for moving material to the repositories and the details of the system for retaining it on the site.

Nobody could accuse An Bord Pleanála of having treated the matter lightly.

There had been a 22-day oral hearing on appeals against Mayo County Council's decision to approve the proposed terminal – including the excavation of 660,000 cubic metres of peat and its subsequent storage.

A detailed report was prepared by Mr Kevin Moore, the planning inspector who conducted the oral hearing, aided by a specialist consultant, Mr David Ball, and the full board then spent two days considering the case.

Members of the board also visited the site to see it for themselves.

The appeals board had to be careful, given the political sensitivity of Enterprise Energy Ireland's planning application, which was seen by Government ministers and others as the key to tapping in to the rich vein of natural gas found off the west coast, bringing jobs and investment to Co Mayo.

The report considered by An Bord Pleanála suggested a range of reasons for refusing permission, including the fact that the site would be remote from where the pipeline hit the shore and that the terminal would detract from the area's scenic amenity as well as degrading its fragile ecology.

It said the development of a large gas-processing terminal "at this rural, scenic and unserved area on a bogland hill ... with all its site development works difficulties, public safety concerns [and] adverse visu-



Pollathomas graveyard in north Mayo. Photograph: Keith Heneghan/Phoca

al, ecological and traffic impacts ... defies any rational understanding of the term 'sustainability'."

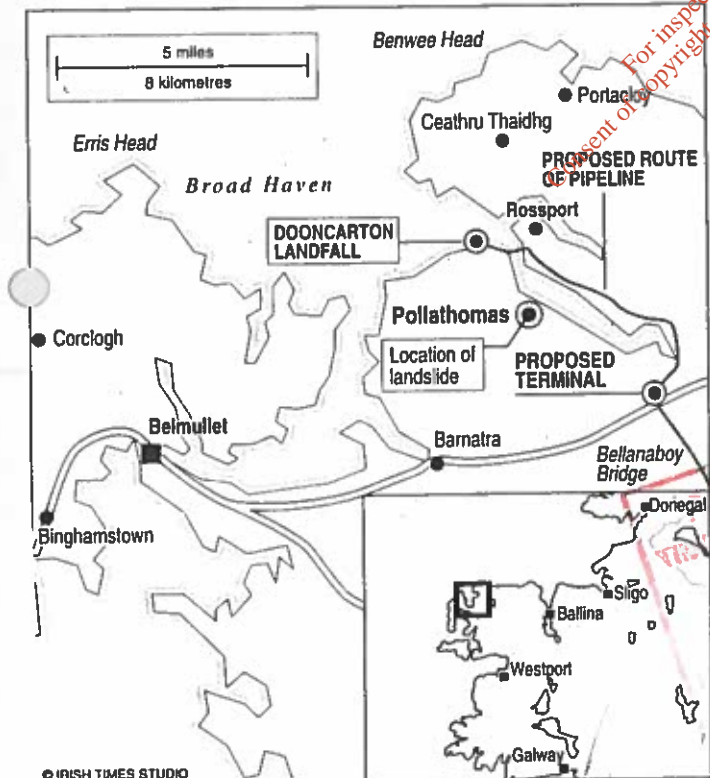
Given the high level of rainfall experienced in north-west Mayo, the report specifically warned that there was a "real risk" of the repositories failing, with "massive amounts of peat" potentially being "washed off the slope", destroying the drainage system as well as public roads and houses in the vicinity.

In its ruling, the appeals board zeroed in on this public safety issue, discounting all of the other arguments.

Friends of the Irish Environment called the refusal of the application by An Bord Pleanála a "brave defence of basic science", saying infrastructural delays were "inevitable if environmental impact assessments are fundamentally flawed".

The board has been vindicated by last weekend's landslide, which was mercifully non-fatal.

"It's been certainly proved that peat can move and this will have to be looked at if there's a new planning application [by Enterprise Energy Ireland]," the Mayo county sec-



single ground – the dangers posed by potentially unstable peat repositories

on Mountain, just over two miles from the proposed terminal, might be quite so dismissive. They saw roads ripped up, bridged, damaged and even a graveyard threatened by the slippage of a blanket bog.

Enterprise Energy Ireland, a subsidiary of Royal Dutch Shell, had agreed to excavate more than 300,000 cubic metres of peat from the site of the proposed terminal. The peat was to be stored in two repositories on another part of the site, laid on a sloping blanket bog of similar thickness.

Bord Pleanála refused planning permission for the development on a single ground – that the probability of both of these repositories becoming unstable would constitute “an unacceptable risk to the health and safety of the local community and of the general public”.

It made this decision having regard to the contours of the area, the intensity and pattern of rainfall, the characteristics of the disintegrated peat, the method proposed for moving material to the repositories and the details of the system retaining it on the site.

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Members of the board also visited the site to see it for themselves. The appeals board had to be aware of the political sensitivity of Enterprise Energy Ireland’s plan, the application, which was seen by government ministers and others as a key to tapping in to the rich natural gas found off the coast, bringing jobs and investment to Co Mayo.

The report considered by An Bord Pleanála suggested a range of options for refusing permission, including the fact that the site would be a mile from where the pipeline crosses the shore and that the terminal detracts from the area’s scenery as well as degrading its fragility.

It did not see the development of a large processing terminal “at this remote and unserved area on a hillside ... with all its site development works difficulties, public concerns [and] adverse visu-



Pollathomas graveyard in north Mayo after a landslide caused by torrential rain last Saturday evening. Photograph: Keith Heneghan/Phocus

al, ecological and traffic impacts ... defies any rational understanding of the term ‘sustainability’.”

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“It’s been certainly proved that peat can move and this will have to be looked at if there’s a new planning application [by Enterprise Energy Ireland],” the Mayo county sec-

retary, Mr John Condon, said yesterday.

His interpretation of the ruling was that the board “wasn’t happy with the way peat was going to be managed on the site”.

This was something the developers would have to consider because the landslide on Dooncarton Mountain had highlighted the occasional instability of blanket bog.

However, Mr Condon said that if the peat excavated from the terminal site was to be taken away altogether, rather than stored, “it wouldn’t be a problem”.

At least 300,000 cubic metres of peat had been shifted for the Knock-Claremorris bypass, though he didn’t know what happened to it.

The development of the main runway at Knock Airport – on what the late Jim Mitchell TD memorably called a “foggy, boggy mountain in Mayo” – had also shown that it’s “within the capabilities of modern engineering to do that”.

In the meantime, Mayo County Council is keeping tabs on how much it is costing to restore normality around Dooncarton Mountain –

and it will be requesting emergency aid from the Department of the Environment to help defray the expense.

Frank McDonald is Environment Editor of The Irish Times

CORRECTIONS & CLARIFICATIONS

The ConTempo Quartet are Ensemble in Residence in Galway City and County, not in NUI Galway as stated in a review on September 17th.

In an article entitled “Open the domestic piggy-bank” in the Mortgages Today special report on September 17th, it was incorrectly stated that no legal charges apply when opting for First Active’s refinance product for new customers. In fact there are no legal charges only for existing mortgage-holders opting for First Active’s Top Up product.

Landslides victory

Mayo News 1/10/03

THE dead took the brunt of the catastrophe. The sanctity of their final resting places held no sway for the forces of nature. The surging power of disturbed peat, stones and mud roared their vengeful routes down Dooncarton Hill. Nothing could stop those torrents just as nothing could stop the deluge that preceded them. Headstones were toppled and dislodged. Graves and their precious cargo of remains were washed away. Those were the bodies that once beat with the pulse of life and the generous love of hearts. They were returned to earth as the final gesture of love by those whose hearts they nourished. A lived life brought to a conclusion by returning the body to the clay ... "dust you are and unto dust you will return." The landslides blemished that final act of human respect. Nature has a strange way of aligning itself against the forces of logic and reason.

THE MEITHEAL COMMUNITY

The word went out as that sound of rolling earth, reminiscent of the rolling thunder, was heard across Pollathomas, Glengad and Inver. Whatever about our fallen nature as created beings, the redemptive nature of humanity was evident on Friday, September 19th last, as people gathered to help each other. Intentions were honourable. Everyone pitted their support. Local people were busy stopping motorists who could easily have driven onwards to certain death. Quarry owners utilised their trucks and machinery to clear roadways after twenty plus different landslides cascaded down Dooncarton Hill. Mayo County Council officials and staff were present to oversee operations alongside the emergency services – Garda, Fire Brigade, Coastguard, Air and Sea Rescue and Civil Defence. Hospital staff were on standby. Mid West Radio stayed on the air to provide updates. It was more like the 'meitheal' of years ago as neighbour assisted neighbour. Mayo County Council officials, staff and councillors who were in Pollathomas are worthy of the highest praise for the manner in which the clean-up operations were tackled. Their co-ordination, co-operation and consultation with local people was an example of leadership, professionalism and, at so many levels for many people, a great source of comfort.

EMERGENCY PLAN

While there is a county emergency plan, it was not put into operation because the catastrophe was localised. However, aspects of the plan were utilised. The benefits of previous training exercises were evident as Friday night unfolded into Saturday morning. Every sector knew what they had to do and they did it. Many of the people involved – local people and civil defence – were volunteers. Paid council officials, staff and emergency personnel worked above and beyond the call of duty to ensure that peace of mind returned to an embattled community. Training exercises can be an irritant when they cause delays to motorists. The experience of tragedy always enables things to be seen in a new light.

'DABDA'

The writer, Elizabeth Kubler-Ross, cites various stages in coping with grief. They are disbelief, anger, blame, depression and acceptance – dabda. Ms. Kubler-Ross was writing about cancer patients but the stages apply to any trauma. One does not experience these emotional stages in an orderly manner. There can be a mixture of those emotions as one works towards the final experience of acceptance. People in Pollathomas, Glengad and Inver will experience those emotions over the next while. It was announced, after the visit of Bishop John Fleming to the scene of the disaster, that counselling would be offered to the people. To some people there is a reticence in seeing a counsellor. A friend said recently that he



poignant scenes as the remnants of destruction were clawed away from shattered tombs by families and friends whose heavy hearts were spurred on by something greater. The human spirit can rise above everything.

It took four days for a senior Minister to arrive on the scene. If this tragedy had happened in Dublin or on the east coast, Ministers and all kinds of leaders and would-be leaders would have beaten a well-worn track to the scene of the catastrophe, with one eye on the nearest photographer. Solidarity cannot have a price because it stems from the heart, not the pocket. People, of themselves, can do nothing by just visiting, but their presence offers a comfort and a solace to those affected by the tragedy.

CONCERNS

The initial concern was for life itself. It had not been a victim. Nobody died. Miraculously, nobody was even injured. The initial victims were the dead. The living suffered losses that can be replaced and emotional upheavals that can be healed. Questions will be asked – Why did it happen? Why to us? Why now? Will we be able to get insurance? Will planning permissions now become (more of) a problem? Differing and different answers will emerge – the radar station, overgrazing, God's will, Corrib gas, global warming and more.

RADAR STATION

The Irish Aviation Authority (IAA) has assured everyone that the radar station has and is being monitored. 'All is well' is the message from the IAA. It acts as an air traffic control system and transmits signals back to Shannon Airport for flights heading out across the Atlantic to North America and Canada. An IAA spokesman said that the nearest landslide was "between 60 and 70 feet from the perimeter fence of the radar station."

OVERGRAZING

The farmers will be quick to state that overgrazing had nothing to do with the landslides. Would it be fair to trace the overgrazing back to advice from statutory bodies to farmers to 'populate the hills with sheep'? If farmers were doing what the 'experts' advised, can farmers be really blamed because overgrazing is such a problem? Experts now recommend destocking and even that process is fraught with incompetence.

CORRIB GAS

Whatever about God's will and global warming, there are several people in north Mayo who are thankful that the Corrib gas terminal is not in place. The old route for the gas pipe was close to the graveyard. Debris from the landslides has been deposited on part of the new route at Glengad/Dooncarton Head. Some of the farmers along the pipeline route have already been paid. One shudders to think what might have happened if 600,000 cubic metres of peat were stored in Bellanaboy, as per the plan submitted by Shell/Enterprise Energy but which An Bord Pleanála refused.

Appendix

8

AN BORD PLEANÁLA

09 JUL 2004

and Sea Rescue and Civil Defence. Hospital staff were on standby. Mid West Radio stayed on the air to provide updates. It was more like the 'meitheal' of years ago as neighbour assisted neighbour. Mayo County Council officials, staff and councillors who were in Pollathomas are worthy of the highest praise for the manner in which the clean-up operations were tackled. Their co-ordination, co-operation and consultation with local people was an example of leadership, professionalism and, at so many levels for many people, a great source of comfort.

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While there is a county emergency plan, it was not put into operation because the catastrophe was localised. However, aspects of the plan were utilised. The benefits of previous training exercises were evident as Friday night unfolded into Saturday morning. Every sector knew what they had to do and they did it. Many of the people involved – local people and civil defence – were volunteers. Paid council officials, staff and emergency personnel worked above and beyond the call of duty to ensure that peace of mind returned to an embattled community. Training exercises can be an irritant when they cause delays to motorists. The experience of tragedy always enables things to be seen in a new light.

'DABDA'

The writer, Elizabeth Kubler-Ross, cites various stages in coping with grief. They are disbelief, anger, blame, depression and acceptance – dabda. Ms. Kubler-Ross was writing about cancer patients but the stages apply to any trauma. One does not experience these emotional stages in an orderly manner. There can be a mixture of those emotions as one works towards the final experience of acceptance. People in Pollathomas, Glengad and Inver will experience those emotions over the next while. It was announced, after the visit of Bishop John Fleming to the scene of the disaster, that counselling would be offered to the people. To some people there is a reticence in seeing a counsellor. A friend said recently that he sees counselling as nothing more than having someone there who can blow away the dust to help you see something a little clearer.

VISITORS

The best television camera could not capture the reality of the actual devastation wrought on north Mayo. One had to see it firsthand to have any idea of the layers of destruction. While photographs will capture a moment in time, nothing can beat the lens of the human eye. The pictures of our eyes are developed by our other senses and emotions. Seeing is believing. After seeing the devastation one marvels even more at the spirit of the people in the area. There were

were the dead. The living suffered losses that can be replaced and emotional upheavals that can be healed. Questions will be asked – Why did it happen? Why to us? Why now? Will we be able to get insurance? Will planning permissions now become (more of) a problem? Differing and different answers will emerge – the radar station, overgrazing, God's will, Corrib gas, global warming and more.

RADAR STATION

The Irish Aviation Authority (IAA) has assured everyone that the radar station has and is being monitored. 'All is well' is the message from the IAA. It acts as an air traffic control system and transmits signals back to Shannon Airport for flights heading out across the Atlantic to North America and Canada. An IAA spokesman said that the nearest landslide was "between 60 and 70 feet from the perimeter fence of the radar station."

OVERGRAZING

The farmers will be quick to state that overgrazing had nothing to do with the landslides. Would it be fair to trace the overgrazing issue back to advice from statutory bodies to farmers to 'populate the hills with sheep'? If farmers were doing what the 'experts' advised, can farmers be really blamed because overgrazing is such a problem? Experts now recommend destocking and even that process is fraught with incompetence.

CORRIB GAS

Whatever about God's will and global warming, there are several people in north Mayo who are thankful that the Corrib gas terminal is not in place. The old route for the gas pipe was close to the graveyard. Debris from the landslides has been deposited on part of the new route at Glengad/Dooncarton Head. Some of the farmers along the pipeline route have already been paid. One shudders to think what might have happened if 600,000 cubic metres of peat were stored in Bellanaboy, as per the plan submitted by Shell/Enterprise Energy but which An Bord Pleanála refused.

VICTOR FRANKL

Some people will see the disturbance of the dead in Pollathomas graveyard as a sign. There will be a message in that for some people. Other local tragedies will be remembered. People will try to make sense out of what happened, conscious that nobody was killed or even injured. Nobody has all the answers. Perhaps it is time to give thanks rather than figure out blame. Perhaps the experience of the landslides is a victory of human response over adversity. One is mindful of Victor Frankl's, 'He who has a why to live will put up with almost any how.'



AIRMAN SPEARHEADS CO-ORDINATED APPROACH TO NE yo seeks share of gas w

C.T. 16/2/00
By TOM KELLY

AN ACTION plan is being drafted by Mayo County Council to ensure the county derives maximum benefit from a substantial gas find off the Achill coast which is to be piped through a terminal reception point at Broadhaven, on the Erris coastline.

A Task Force consisting of the authority's leading administration and technical staff will be appointed in the coming weeks to study ways that Mayo can capitalise on the multi-billion pounds gas industry.

One of the first steps being taken by the council is a visit to the Kinsale gas fields in Co. Cork to examine how the operation works and how it brought big economic benefits to the region.

Officials and members of the council want to tap into the range of expertise and information which will help them make more precise judgements in regard to the entire issue.

Mr. Stephen Molloy, the cathaoirleach of the council who has been actively involved in talks with Enterprise Oil over the past number of months with regard to bringing their Corrib gas find ashore in Mayo, confirmed meetings were being scheduled with representatives of the E.S.B., National Grid and Bord Gáis to establish their interest in the gas find.

"I am conscious of the need for a co-ordinated approach to ensure Mayo gains economically and socially from the find.

"This is probably the biggest and most exciting development ever to occur in the history of the county, and it is important that we don't let it pass us by.

"But it is only by everybody working together that we can pull off the masterstroke that will guarantee the economic and industrial viability of this county for centuries to come.

"You could describe the situation facing us as a jigsaw. But if all the pieces can be properly put together, it will be the making of this county and everybody will benefit.

"Now that we have succeeded in ensuring the gas comes ashore to Mayo, we must strive to take maximum advantage of the situation."

NEGATIVE VIBES

Mr. Molloy hit out at the cynics who claimed the gas find would be of little benefit to the county.

"There are too many people sending out negative vibes and they are not helping the cause. They are blinded by the fact that the Enterprise Oil announcement did not include a promise of hundreds of jobs.

"They are ignoring the fact the gas will form a critical aspect of Mayo's infrastructure in the same way as, say, Knock Airport. They may not bring an instant bonanza. But if there are not there, there is no hope at all of a bonanza."

Mr. Molloy, the Crossmolina-



Mr. John McGoldrick, chief executive of Enterprise Oil.

based Fianina Fall councillor, said he had set up a meeting with Mr. Frank Fahey, T.D., the newly appointed Minister for Marine and Natural Resources.

"He is a key player in all of this insofar as his department has the responsibility in deciding on how the gas is brought ashore and how it will be piped from there to other parts of the country."

"I will personally be impressing on him the importance of outlets being provided to ensure all areas of Mayo, not just the large urban centres, will be in a position to utilise the natural gas."

"The way matters are handled over the coming year will be crucial. If the region is sold well, and all the negativity is left aside, then Mayo could come out of all the negotiations extremely well."

He confirmed there would be few jobs provided by Enterprise Oil in providing a reception terminal at a forest location near the coastline in Broadhaven.

"It will involve around five to six jobs of a highly technical nature. The facility will be responsible for keeping the gas flowing and ensuring it is clean."

"It is what happens after the gas is piped out of Broadhaven that will focus our attention over the coming months," added Mr. Molloy.

Mr. John McGoldrick, the chief executive of Enterprise Oil, made it clear during a visit to Mayo on Monday that, although his company's interests were for the most part commercial, they were prepared to work with all interested parties.

The company is in talks with officials of two government departments with the hope of obtaining sanctioning for the proposals before the end of the year. See also page 5.

Twice as wet in May

BY SEAN LEONARD W.P. 5/1/00

THE last month of the year was an extraordinary for Mayo. Exactly double the average December rain recorded at the meteorological station in Belmullet — at the last count, compared to an average of 119mm.

The Claremorris station recorded similarly high levels of clothing 203mm compared to its December average of 124. But while it rained twice as much as usual in the West, levels remained normal on the East coast. Farmer West — even those whose lands weren't entirely submerged have felt the pinch of the very heavy rains.

Sean Clarke, the Chairman of Mayo IFA, says that the logged land is proving very difficult for farmers who have out for the winter. Such continuous wet conditions also means animals are unlikely to even maintain their own body weight. The weather is also causing problems for farmers sheep on higher ground — animals can't be checked or milked in such conditions.

Special date for Achill Mast case

Judge Mary Devins is to consider setting a special date for a hearing of obstruction and other Public Order offences against a number of Achill people facing charges following protests over a mobile phone mast at Keel. When the case came before the District Court last week Supt Pat Doy he would be calling on 15 witnesses and was also hoping to use video evidence which could help to shorten the case. The order had been made with regard to the use of video evidence. Mr Dan Hurley, solicitor for the defendants, said he had no objection to the video being used. The issue had been delayed because of a case to the Garda Complaints which had been deliberated on. He would be calling a number of witnesses but he suggested that they might be able to circumvent some of the evidence by a liaison meeting with Supt. "We would need to prepare for a full day hearing added, Judge Devins put the matter back to the January for mention. When she heard the outcome of the liaison meeting between the Supt and the defendants she would set a date for the hearing.

Appendix 9

AN BORD PLEANÁLA
BY

09 JUL 2004

DATED

FROM

w.p. 19/7/00

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Gas contracts going to Donegal as Mayo looks on

Appendix 9

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ive been

isy w.p. 26/7/00

ff employed by the North
have been very busy over
atrols being carried out
nd on all salmon bearing
Vincent Roche, Chief
st week.

In the Bangor District,
staff worked very long
hours to provide a protec-
tion service in the area
which included five impor-
tant river/lake systems
extending over a vast area
from Newport to Glen-
amoy.

Particular attention was
paid to the lower parts of
the various river/lake sys-
tems in order to protect
stocks of salmon migrating
from the sea during low
conditions.

said the Munh
River which links Carrow-
more Lake with the Owen-
more River was also
patrolled regularly as the
small river was a vital
artery for all fish entering
Carrowmore Lake.

In general, foot patrols
were carried out but Car-
rowmore Lake and Tul-
laghan Bay, into which
both the Owenmore and
Owenduff Rivers flowed,
were patrolled by dinghy.
Mobile patrols were carried
out along the coastal area
including Achill Island.

A Donegal development group targeting the offshore oil and gas companies for lucrative contracts have won five month contracts believed to be in excess of £3 million pounds.

Killybegs Offshore Services Ltd, a group of local Donegal companies, successfully bid for logistics and supply contracts to service Enterprise Energy Ireland's Enterprise Oil offshore rig re-supply vessel, Bedco 711 is currently working a second appraisal well on the Corrib Gas field off Balmullet.

A rig supply vessel, Sur-ling Pegasus cargo supplies to the rig several times a month.

month. Local crane and haulage companies (up to 20 trucks) also benefit loading and unloading the rig supply vessel. Carrickfin airport has a connecting flight to Scotland to fly in rig workers and is also the helicopter base for weekly flights to the offshore rig.

Somewhat in contrast, Mayo where the gas field was discovered has yet to locate a public representative with enough foresight to set up a similar focused marine development group, or brave enough to ask the government for money to invest in a new port or infrastructure for North Mayo, before the subsea pipeline is due to come ashore in two years time.

What is galling to read in the report is that enough foresight in Mayo for a similar marine group brave enough to ask the government for a new port or infrastructure for North Mayo. The fact is that for the last five years the Ba Industrial Development Association have been vain, I might add, for the establishment of a de oil Road or Lacken. Surveys have been done water close to the shoreline where Chicago Bridge located its abortive rig enterprise and repeated ings made to the Department of the Marine, its sive public representatives to give Mayo, coastline, just one deep water port as part of the structural development. Bureaucracy won the day and now the coun responsible agencies to account for the oppo paper shuffling and the lack of clout our elected bring to central government. I would like to be convinced that the same in Mayo more of the Enterprise Oil opportunities give Mayo an energy infrastructure related to access routes but you would want to be a supre believe that Mayo will be the major gainer from c ural resource. As in the so-called National Dev the benefits will flow east and south and poss Mayo planning will be skewed into relatively mi

6 WESTERN PEOPLE
Wednesday, July 26th 2000



P. O. L. A.
CHAN

▼ Mayo plan
and God help

WHAT is one to make of the "Inconsiste Mayo planning at the moment? Not much, if one is to judge by the three h Council debate on the subject recently where of the contributions was on criticisms of the than on solutions to a major embarrassment reading the debate that Mayo County Council overwhelmed and understaffed. Bureaucracy reacts to work pressures by buying more time by extending bureaucracy submitting development proposals expectin sanction for schemes within the statutory perio eve-of-deadline letter asking a raft of new que open up a new deadline. Ivory tower bureauc divorces itself with excessive technicalities to the social and regenerative aims which are the of development agencies and the Mayo County was studded with complaints reflecting how County Development Plan has fallen behind th orities of the year 2000.

A good example of how infrastructural planni has fallen behind opportunity was provided by week's issue of how a group of local Donegal c bined to win lucrative contracts for the Enterpri Mayo coast where a second well is being drille be the supply base and Carrickfin airport will ce ers flying in from Scotland and a weekly helico rig.

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AN BORD PLEANÁLA
TIME _____ BY _____

09 JUL 2004

Irish Independent / weekend supplement
Saturday 29/3/03

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Mayo in May

photography competition 2002

MAYO COUNTY COUNCIL



Open to everyone,
adults and children,
amateurs and professionals

Prizes: Winner - £1000
Runner Up - £500
Third Place - £250
Fourth Place - £100
Fifth Place - £50
Sixth Place - £25
Seventh Place - £10
Eighth Place - £5
Ninth Place - £2
Tenth Place - £1

Entries must be submitted to all libraries & County Council Offices and from the Mayo Library Website www.mayocounty.ie


CLOSING DATE: 31 JUNE 2002

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Mayo in May

photography competition 2002

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CLOSING DATE: 31 JUNE 2002



HEALTH AND SAFETY AUTHORITY

ACHIEVING A HEALTHY AND SAFE WORKING LIFE - TOGETHER

10 Hogan Place, Dublin 2, Ireland

0711 8174597/171597/171597

Telephone: 01-614 7000 Fax: 01-614 7020 Website: <http://www.hsa.ie>

TERESA MCGARRY
GORTACRAHER
ROSSPORT
BALLINA
CO MAYO

Important Document Enclosed

November 2003

Dear Farmer,

Please take the time to read the enclosed document.

As a farmer you are required by law to keep yourself and other persons on your farm safe. Under Health and Safety law you must identify hazards and assess risks on your farm, and set out the safety control measures you have in place. This *Farm Safety Self-Assessment Document* is designed to help you meet these duties placed on you by Health and Safety legislation.

The *Farm Safety Self-Assessment Document* is designed so that it can be completed by you, the farmer. It lists the common major hazards present on many farms, which are known to be the cause of most farm fatalities, accidents and ill health. Each of the individual assessments in the *Farm Safety Self-Assessment Document* lists safety control measures relevant to each hazard. You must check the safety measures you have on your farm against the controls listed.

By fully completing the *Farm Safety Self-Assessment Document* and taking the action in the areas where the controls are missing, you will be raising the safety standard on your farm and meeting duties placed on you.

All farms are different and your farm may therefore have hazards that are specific to it. When completing the *Farm Safety Self-Assessment Document* for your farm you must also include these additional hazards in the document. To assist you in this, advice, guidance and information on farm safety is available from the Health and Safety Authority.

Your participation in this initiative will indicate your willingness to have a standard of safety on your farm that will reduce accidents and benefit you, your family and the whole farming community.

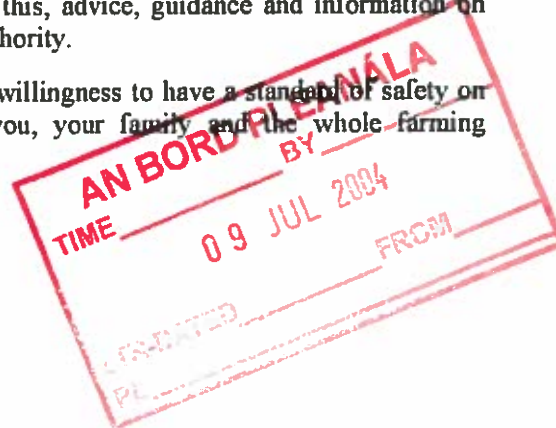
Yours sincerely,

Tom Beegan,
Chief Executive

The Health and Safety Authority is the state agency with responsibility for promoting, supporting, fostering and where necessary enforcing Health and Safety Legislation.

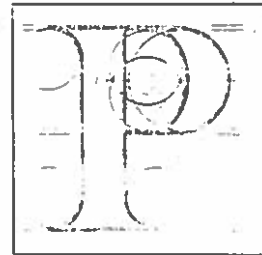
NATIONAL AUTHORITY FOR OCCUPATIONAL SAFETY AND HEALTH

AN tÚDARAS Náisiúnta um Shábháilteacht agus Sláinte Ceirde



FOIR/230

An Bord Pleanála



Mr. John J. Connolly,
Riversdale House,
Boyne Road,
Navan,
County Meath.

25th June, 2001

Dear Mr. Connolly,

I refer to your request under the Freedom of Information Act, which was received by the Board on the 28th May, 2001.

Item 1:

The following are the names of the Fire Safety Consultants, this information is also available in the Board's annual report.

Mr. Maurice Johnson of Michael N. Slattery & Associates 1998 - 2001
Mr. Michael Slattery of Michael N. Slattery & Associates 1998 - 2000.
Dr. Gordan M.E. Cooke - 2000
Dr. Raymond J. Connolly - 1998 - 2001

Item 2 - The positions were not advertised.

Item 3 - There was no formal selection procedure in the appointment of the above consultants. Curriculum Vitae were submitted to the Board from these individuals and they were considered to be suitably qualified. Attached are copies of their warrants of appointment.

Item 4 - Access to this information is refused in accordance with section 28(1) of the Freedom of Information Act, 1997 as it is considered that this information is personal information. The definition of personal information is set out in the attached extract of the Freedom of Information Act, 1997 (for your convenience).

Floor 3, Block 6
Irish Life Centre
Lower Abbey Street
Dublin 1

Tel: 011 872 8011
Fax: 011 872 2684
Web: <http://www.pleanala.ie>
Email: bord@pleanala.ie

Urlán 3, Bloc 6
Lionaid Irish Life
Sráid na Mairistreacha íochtaraí
Baile Átha Cliath 1

Item 5 – There is no record of the Board having Professional Indemnity Insurance.

I hope the above information answers your questions.

Yours faithfully,

Brid Hill
Brid Hill
Senior Executive Officer

Encl.

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Floor 3, Block 6
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Dublin 1

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Urlar 3, Bloc 6
Lionaid Irish Life
Strand na Maimneachais, Dubhaich
Baile Átha Cliath 1

Lionaid Irish Life
Strand na Maimneachais, Dubhaich

ney

Colm Rappale



IT'S GOING to take longer than expected to get natural gas ashore from the Corrib field off Co. Mayo. So it's back to the drawing board for Shell, which heads the consortium that is developing the gas field, following An Bord Pleanála's decision last week to refuse planning permission for the proposed onshore terminal at Bellanaboy on the north Mayo coast.

While this is obviously bad news for the consortium and disappointing for a few local contractors, there's no need for the rest of us to lose sleep over it. The fact is, the longer the gas stays underground, the better.

The delay won't leave us short of gas. It's not scarce. Shell wasn't going to sell the gas at anything less than the market price. The gas we might have bought from the Corrib field can be bought every bit as cheaply elsewhere in Europe or further afield. And, with two interconnecting pipelines linking Ireland to Scotland and onwards to North Africa and the Middle East, there is no danger of shortage.

Gas isn't going to be dearer as a result of An Bord Pleanála's decision so we've nothing to worry about, even though that may seem strange.

The reason is simple. Shell and its partners have the rights to all the profits from the find, which has been valued at about €1bn and could be worth a lot more.

Once it gets the gas ashore, Shell can sell it at the going market price and it can effectively pocket all the profit for some time to come.

Under the terms of the deal concluded with the Government, it doesn't have to pay royalties on the gas. And it will be many years, if ever, before it has to pay tax. While technically liable for corporation tax at 25pc on profits, the deal allows Shell to write off against profits not only all the costs of this development, but also the costs of unsuccessful exploration endeavours and the future costs of closing down the field.

The fact we've so little to gain from the find in the first place means we've little to lose from the delay, whether it be for six months, six years or 60 years.

Even if some future government doesn't review the sweetheart deal done with Shell's predecessor, Enterprise Oil, we'd have the benefit of still having our reserves

Corrib gas delay is a chance for major rethink

Mayo coast, closer to Ballina, where such problems wouldn't arise, although the proposed terminal would be a blot on the scenic landscape wherever it might be sited along that beautiful coastline.

A better alternative, though more expensive for Shell, would be a sub-sea production facility. Given the potential profits to be made from the find, such a development could have been justifiably demanded as a condition for issuing the production licence. Unfortunately, it wasn't.



THE ROUTE for the proposed pipeline that was to

interconnecting pipelines linking Ireland to Scotland and onwards to North Africa and the Middle East, there is no danger of shortage.

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Even if some future government doesn't review the sweetheart deal done with Shell's predecessor, Enterprise Oil, we'd have the benefit of still having our reserves when others are running out.

There are more new gas sources opening up in Libya, Egypt, Nigeria and the Middle East. We're connected to all of these areas via the pipelines to Scotland, and the EU is expecting to be importing about three-quarters of its gas needs by 2020. However, at current production levels, known reserves are expected to last only about 60 years.

While there will be new finds, demand will also be growing. There's no doubt natural gas will become much more valuable – particularly since it is the cleanest hydrocarbon fuel around.

National gas usage is already rising sharply within the EU. In 2001, it accounted for 24pc of primary energy consumption. That's expected to rise to 25pc by 2010 and 28pc by 2020.

Shell and its partners, of course, will want to get the find into production and they are currently examining all options. The planning permission was turned down because of the potential dangers associated with clearing the site of blanket bog and depositing the thousands of tons of turf mould elsewhere in Erris.

There are other sites on the north

a chance for major rethink

Mayo coast, closer to Ballina, where such problems wouldn't arise, although the proposed terminal would be a blot on the scenic landscape wherever it might be sited along that beautiful coastline.

A better alternative, though more expensive for Shell, would be a sub-sea production facility. Given the potential profits to be made from the find, such a development could have been justifiably demanded as a condition for issuing the production licence. Unfortunately, it wasn't.

THE ROUTE for the proposed pipeline that was to link the Bellanaboy terminal with the existing Bord Gáis grid at Craughwell, outside Galway, has been mapped out for some time. The project, which was put on hold last July, included a spur to supply gas to Galway city. The line is to be financed and laid by Bord Gáis and a lot of expense has already been incurred.

Many landowners have been paid for wayleaves, and stockpiles of pipe have been stored along the route. Should the terminal be sited closer to Ballina, the route of the pipeline would have to be changed – at least for a large portion of its length north of Castlebar.

That is likely to reopen demands for a completely different route that would carry the pipeline further east to serve Sligo and Roscommon.

But a pipeline serving the border, midlands and western regions is not dependent on the Corrib field coming into production. The gas for such a pipeline could as easily and cheaply come from the North Sea as from the Atlantic.

It's not only Shell that has to get back to the drawing board – the Government could usefully do so, too.

**Mayo County Council
Aras An Chontae
Castlebar**

Ref No.: P03/3343

30/01/2004

**Brid & Teresa McGarry
Gortacragher
Rossport
Ballina
Co. Mayo**

A Chara

I wish to acknowledge receipt of submission received from you on 28/01/2004 in connection with planning application by **SHIELL E & P IRELAND LIMITED** for **CONSTRUCT GAS TERMINAL FOR THE RECEPTION AND SERAPATION OF GAS FROM THE CORRIB GAS FIELD, AND FOR A PEAT DEPOSITION SITE, RESPECTIVELY. THE DEVELOPMENT WILL CONSIST OF THE CONCURRENT DEVELOPMENT OF TWO SITES LOCATED 11 KILOMETRES APART, APPROXIMATELY, AND IDENTIFIED AS THE SITE OF THE GAS TERMINAL FOR THE RECEPTION AND SEPARATION OF GAS FROM THE CORRIB GAS FIELD IN THE TOWNLAND OF BELLAGELLY SOUTH AND THE SITE OF THE PEAT DEPOSITION SITE IN THE TOWNLANDS OF SRAHMORE AND ATTAVALLY, BANGOR ERRIS. THE DEVELOPMENT AT THE BELLAGELLY SOUTH SITE WILL CONSIST OF: A GAS TERMINAL FOR THE RECEPTION AND SEPARATION OF GAS INCLUDING PLANT AND EQUIPMENT; PROVISION OF 4,935 SQ M (GROSS FLOOR AREA), APPROXIMATELY, OF BUILDINGS; ACCESS ROADS; 40 NO. CAR PARKING SPACES; AND ANCILLARY DEVELOPMENTS, OF WHICH 13 HA, APPROX, WILL BE DEVELOPED INRESPECT OF THE GAS TERMINAL'S FOOTPRINT. THE PROPOSED DEV. WILL OF THE BELLAGELLY SOUTH SITE WILL ALSO CONSIST OF; THE EXCAVATION AND REMOVAL OF 450,000 CUBIC M at BELLAGELLY SOUTH SRAHMORE ATTAVALLY.**


The matters referred to by you will be taken into consideration by the Council before a decision is made on the application. Notice of the Council's decision on the

application will be given in accordance with the requirements of the Planning and Development Regulations, 2001. This may be in the form of:

- (a) posting the notice directly to you; or
- (b) publishing the notice in a newspaper circulating in the area where the proposed development is situated.

Please note that in the event of an appeal being lodged by you, An Bord Pleanála will require a copy of this letter of acknowledgement.

Mise, le meas


RUNAI CHONDAE

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