

File With _____

SECTION 131 FORM

Appeal NO: PL 16.207212.Defer Re O/H ☐

TO:SEO

Having considered the contents of the submission ~~dated~~ received 06/10/04 fromJohn McAndrew. 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 SomersDate: 06/10/04.

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. DohertyDate: 06/10/04

S.A.O.: _____

Date: _____

M _____

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

to: _____

Allow 2/4weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

CORRESPONDENCE FORM

Appeal No: PL 16.207212.

M 5 Fgm

Please treat correspondence received on 06/10/04. as follows:

1. Update database with new agent for Applicant/Appellant _____	
2. Acknowledge with BP <u>23.</u>	1. RETURN TO SENDER with BP _____
3. Keep copy of Board's Letter <input type="checkbox"/>	2 Keep Envelope: <input type="checkbox"/>
<u>Response to section 131.</u>	3. Keep Copy of Board's letter <input type="checkbox"/>

Amendments/Comments

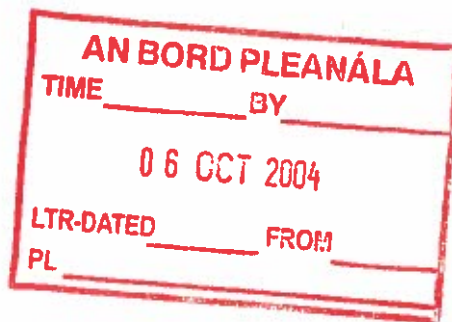
For inspection purposes only.
Consent of copyright owner required for any other use.

4. Attach to file (a) R/S <input type="checkbox"/> (d) Screening <input type="checkbox"/> (b) Mapping <input type="checkbox"/> (e) Inspectorate <input type="checkbox"/> (c) Processing <input type="checkbox"/>	RETURN TO EO <input checked="" type="checkbox"/>
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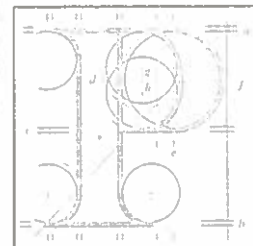
	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input checked="" type="checkbox"/>
EO: <u>Kieron Somers</u>	AA: <u>Michael [Signature]</u>
Date: <u>06/10/04.</u>	Date: <u>06/10/04</u>

Our Ref: PL 16.207212
P.A:Reg.Ref: P03/3343
Your Ref:

John and E. McAndrew,
Leenamore,
Pullathomas,
Ballina,
Co. Mayo.



An Bord Pleanála



17th September 2004

Appeal Re: Construct gas terminal for the reception and separation of gas
from the Corrib gas field and for a peat deposition site.
Bellagelly South, Srahmore, Attavally, Bangor Erris, Co. Mayo.

Dear Sir/Madam,

I have been asked by An Bord Pleanála to refer to the above mentioned appeal.


The Board is of opinion that, in the particular circumstances of this appeal, it is appropriate in the interests of justice to request you to make submissions or observations in relation to the enclosed submissions dated 31st August, 2004 and 15th September, 2004 respectively received from Tom Phillips and Associates.

In accordance with section 131 of the Planning and Development Act, 2000 you are requested to make any submissions or observations that you may have in relation to this enclosure on or before 7th October, 2004. The Board cannot consider comments that are outside the scope of the matter in question. Any submission in response to this notice should be received by the Board not later than 5.30 p.m. on the date specified above.

If no submission or observation is received before the end of the specified period, the Board will proceed to determine the appeal without further notice to you, in accordance with section 133 of the 2000 Act.

Please quote the above appeal reference number in any further correspondence.

Yours faithfully,


Kieran Somers
Executive Officer
Direct Line: 01-8737159

BP 70

Registered Post

64 Sráid Maolbhríde,
Baile Átha Cliath 1.

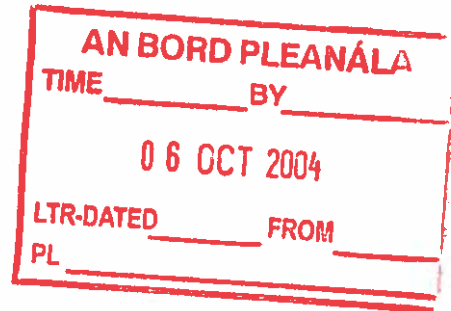
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64 Marlborough Street,
Dublin 1.

Leenamore ,
Pullathomas,
Ballina,
Co. Mayo

1st October 2004

An Bord Pleanála,
Marlborough Street,
Dublin1



Re: Corrib Gas – Shell E. & P. Ltd -
Proposed Gas Terminal at Bellagelly South and Peat Deposition site at Shramore
and Attavally, Bangor Erris, Co. Mayo
PL 16.207212 – P.A. Reg. Ref: P03/3343

Dear Sir,

I wish to make some observations on the replies given by Shell E&P Ireland Ltd to the questions raised by An Bord Pleanála in relation to the proposed development.

My overall reactions to the submissions are twofold-

- 1 The frightening effects the proposed works would have on the health and safety of people in the area, and how the works would devastate our pristine environment.
- 2 Reading the submitted documents I am deeply worried that the consultants seem to have little knowledge or understanding of bogs or of terrain of this nature, and the proposals being advocated seem to me to defy common sense. I am making this statement because I worked on this hill, as a driver for the Agricultural Institute, for over twenty years; I know, from experience, what happens when you disturb this bog.

I will now address the replies made to the questions raised by An Bord Pleanála –

Risk Assessment-

The submission tells us how the Risk Register was produced – *'The risk register was produced following brainstorming sessions involving senior engineers and geologists of the design team, and senior Shell project staff'*

Considering the planning history of this site and the misinformation or disinformation that has already been produced by a plethora of experts at the two oral hearings, it is difficult to take this register seriously.

I will try to be objective on my assessment of the risks involved –

Unexpected ground conditions?

As I have already stated, I worked for over twenty years, as a driver of various machines, on this hill. When I opened drains on this hill, for the Agriculture Institute, I encountered amazing conditions -

The run-off water from the drains I opened flowed into the local rivers and into Carrowmore Lake, the mud and sludge turned the waters of the rivers black. Observing where the run-off water went, I could see that the watercourses above and below ground, in this area, were linked.

Drains that I opened (2 metres wide) had closed within a couple of hours – the bog had moved.

On this hill you have bog (many metres in depth) and underneath a floating subsoil of daub. The bog is C.90% water.

The Agricultural Institute lost machinery in trying to drain these bogs – disappeared into the bog and mud.

You cannot drain this hill, if the drains are more than a couple of yards apart they have no effect.

Anytime we were working on the hill with machines and had to travel on the roads, adjoining the hill, we literally destroyed them.

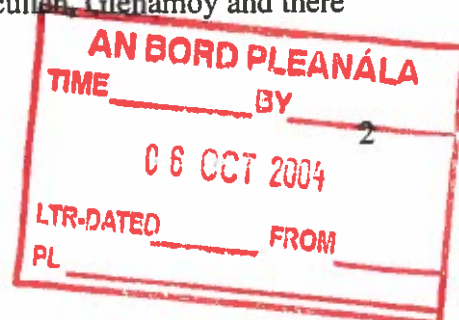
Bog Slides -

The submission on bog slides -

'Historically bog slides have often been caused by man – by loading crest of slope or excavating at toe; and for the terminal site these aspects have been addressed through design'

The Facts –

Long before the major landslides in the Glengad/Pullathomas area happened, there were land slides in the area - in Cornhill, Glencullen, Glenamoy and there



have been numerous small land slides in the mountains in the vicinity; these landslides are still occurring. They occur both on flat bog and on bog with a high degree of slope; depending on the amount of rain, the bog literally floats away.

Of course it is nature – heavy rain, thunderstorms, snow, long dry periods followed by rain, as the locals know, that have caused landslides in this area. If man was a factor, it was because rocks or foundations were blasted.

The submission also says -*'The overall impact of bog slide is difficult to mitigate against, however, the probability can be, and has been greatly minimised and controlled by undertaking comprehensive analysis and assessment of global slope stability and the implementation of robust and conservative design, construction control, monitoring and contingency plans'*

Whatever that means?

What relevance has the above passage, if in this area, you in you are terrified in your bed, during torrential rain or a thunderstorm, not knowing what is going to happen next. Think of the people of Glengad and Pullathomas – they are living in fear. The latest engineering consultants report says there is ongoing movement on the hill and Shell are still trying to put a gas line on it. How do you comfort people who are terrified of a gas pipeline being a short distance from their home?

Flooding -

The statistics, already produced, show the exceptional level of rainfall for the area. Every year, after a couple continuous days rain, the rivers create huge flooding, bridges and roads are washed away and a lot of damage is done to land.

All the locals know that if they try to drain this type of bog, it releases huge quantities of water, and still doesn't drain it. Imagine the amount of water that would be released by excavating 11 Ha of bog and the effects that amount of water, sludge and mud would have on the local rivers and Carrowmore Lake(which supplies the local community with water).

The effect the removal of the 11 Ha would have on the remaining bog – angle of repose, landslides etc

We have seen the problems that have resulted when farmers have tried to drain a couple of acres of land – dangerous roads covered with sludge and run-off water, we all have seen the accidents that have resulted.

Peat Stabilisation -

The submission says-*'It is a new technology'*

'Tests carried out on two peats from raised bog rather than on blanket bog as at

AN BORD PLEANÁLA	
TIME _____	BY _____
06 OCT 2004 ³	
INTR-DATED _____	FROM _____
PL _____	

Bellanaboy'

The obvious question to ask where in Ireland, on similar terrain to the subject site, has this technology been used?

Mass stabilisation of peat using different kinds of binders and new technology?

We are talking about a proposed project that could cause many lives and we have no tests for a similar terrain and it hasn't been tried in Ireland up until now.

'There is also some small environmental hazard through the use of cement'

They say they will control cement dust – *by the provision of windbreaks if required*'. The locals know that it is impossible to control dust. When the Agricultural Institute owned the hill and spread lime on it, the dust created problems for the people who lived locally.

How do you deal with the massive amounts of groundwater during the cement-curing period? The ground conditions are not normal; it is unlikely that curing will take place in these conditions in anywhere near 24 hours.

The submission says- *'Substances that might find their way into the surfacewater/groundwater would include soluble alkalis and trace element compounds'*

They talk about Chromium entering our pristine waters. They also say - *'In addition to trace elements being released, alkalinity is released as part of the cement hardening resulting in an increase in pH'* and - *'The effects of surface water run-off and the transport of highly alkaline waters is a potential short-term problem'*

Considering the masses of water that would flow into our rivers and Carrowmore Lake, imagine the effect these heavy metals and alkaline compounds would have on fish, fauna, drinking waters

Dust -

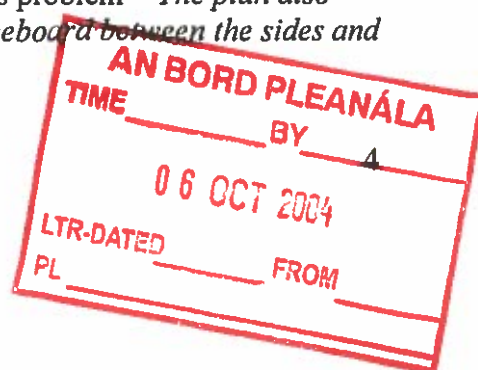
You cannot possibly dry this type of bog; I have experience of cutting turf for my own use and I can tell you that this particular type of bog, where the terminal is proposed, is impossible dry. If you heap this bog into piles, when a downpour of rain comes you just get sludge.

What is proposed is quite unbelievable. If bog such as this is carried in lorries after a couple of miles you get sludge and water; you can imagine the effect this sludge will have on Shrahmore River, Ballinaboy River and Carrowmore Lake.

When this sludge and water falls on the road, the effects would be catastrophic for road users.

When this type of sludge dries, it would turn into powder and would be dispersed over a large area by the wind; how will the local people with Asthma and other pulmonary complaints manage.

The naivety of their submission when they try to address this problem - *'The plan also commits to control payload size so that there is generous freeboard between the sides and*



tailgate and the payload, minimising the risk of the loss of material over the sides of the vehicle; the option to cover the trucks in transit with a tarpaulin cover is also an option' What they do not realise is what they would be carrying is sludge and water that cannot be contained in lorries.

How do they intend to sweep sludge of in excess of 11 Kms long of a road? Look at any building site where a couple of lorries are carrying ordinary soil over a short distance and see the problems that arise.

Will they rebuild all the houses along the proposed route, a few yards from the road, built on a bog subsoil, when they are shook asunder by their lorries?

Will they compensate all the locals for the diminution in value of their land and buildings?

Roads and Transportation

The first question we must ask what kind of traffic passes on these roads and through the junctions documented in the Shell submission-

Tourism traffic - these(R314, R313, L1204) are part of the main tourist route from Galway, Clifden to North Mayo, Céide Fields, Ballycastle. The tourist traffic will consist of cars, cars towing caravans, cars towing boats and sleeping tents; sleeping vans, tourists walking, cycling and on motorbikes.

Most of the locals would be on these roads on a continuous basis with bicycles, motorbikes, cars and vans towing trailers, tractors and trailers. Buses on an ongoing basis for schools, group outings etc. Think of the chaos you would have at the Ballinaboy junction – School buses and cars collecting and dropping off children.

You can imagine the picture - lorries with sludge at the junctions of the R313/L1204, R314/L1204 and R314/L5244 and chaos.

In my opinion the submitted plan for transportation is crazy, they seem to be making it up as they go along with little regard to the facts on the ground

The submission says -*'There will be a signage encouraging the use of the L5284'* (road along Carrowmore Lake). Have any of those people who have made the submission ever driven on this road. It is barely the width of a car, there has been numerous accidents on it; most women drivers in the area are terrified of this road and will not drive on it.

The roads in this area all have a bog subsoil.

The width of the road L1204 is so narrow that for the greater part of the 11 Kms that cars cannot pass each other, once you go off the road you are in pure bog.



Two lorries cannot pass each other on any part of this road; one has to stop to let the other pass.

The junction, where the R313 meets the L 1204 is very dangerous, there have been many accidents at this junction, your line of sight is restricted, and the angle at which the roads meet makes it very difficult to see other traffic.

Where the R 314 meets the L1204, there is one house just at the junction and another house just a short distance away - how would these families manage. How would children or old age pensioners cycling at these junctions or along these roads manage.

The submission states that the plans were discussed with the locals, this is more disinformation - there were no discussions with us.

As has been stated many times by the objectors - they are not against the Corrib Gas project; what they are against is locating it in this particular site.

Other sites have been identified in the area that could accommodate the proposed terminal with little risk to the community.

The people advocating this development do not understand or have little knowledge of bog or of this environment.

It is generally accepted that bogs like those at Derrybrien and Ballinaboy are totally unsuitable for any major development.

Please stop the craziness before lives are lost.

Yours sincerely,

John Mc Andrew

John Mc Andrew,
Leenamore/Ballinaboy Concerned Citizens

