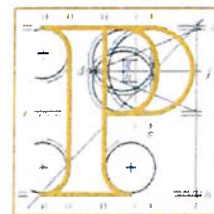


Our Case Number: ABP-317560-23



An
Bord
Pleanála

Edel Gallagher
Dooeighney
Corballa
Ballina
Co. Mayo

Date: 30 May 2024

Re: Proposed windfarm development including 13 no. wind turbines in Bunnyconnellan, Co. Mayo and hydrogen plant in Castleconnor, Co. Sligo.
Carrowleagh, Bunnyconnellan, Co. Mayo and Curraun, Castleconnor, Co. Sligo.

Dear Sir / Madam,

An Bord Pleanála has received your submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

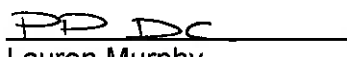
The Board will revert to you in due course in respect of this matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Lauren Murphy
Executive Officer
Direct Line: 01-8737275

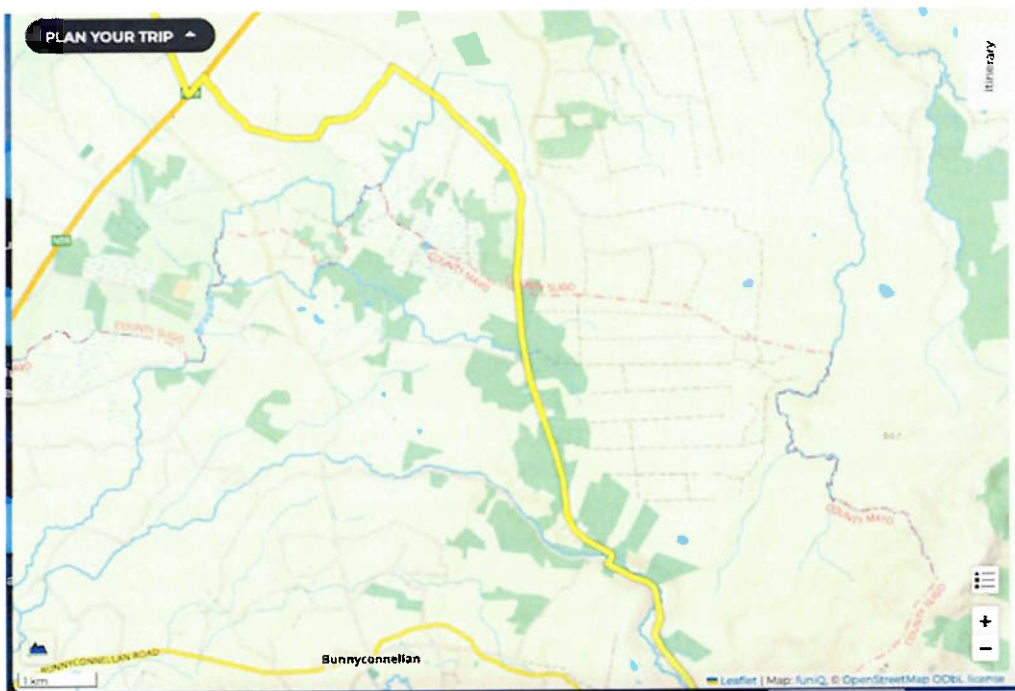
PA09

**Dooeighney,
Corballa,
Ballina,
Co. Mayo.
22/5/24**

**RE: Proposed windfarm development including 13 no. wind turbines in
Bunnyconnellan, Co. Mayo and hydrogen plant in Castleconnor, Co. Sligo.
Case number 317560-23**

I wish to raise the following concerns in relation to this proposed development:

1. **The Euro Velo 1 Cycle Route**, which passes all along the Wind Farm site, will be rendered too dangerous for cyclists during the construction phase of 21 months and could jeopardise the route completely, with permanent effects. I have raised this issue in each of my submissions, however the applicant has ignored same.
2. **The water level dropped in SP1 & SP2** during pumping, which is a huge concern for me.



The Euro Velo 1 Route on the western side of the wind farm site.

1. The route comes from the Windy Gap on R294, then comes along the L5137-9 passes Kilbride Bog on the right (Carrowleagh, proposed windfarm site) continuing on the L5137-0 on to the L2604 before joining the L6604 and exiting onto the N59.

This route will be rendered extremely dangerous for cyclists for the construction phase of the proposed project. It will also be closed to the public for periods of time during the construction phase, when road surfaces will not always be consistent or safe for cyclists.

I have raised this issue in my submissions and yet the applicant has ignored my submissions on the topic.

This is an important route for cyclists, that promotes healthy and sustainable travel for European Citizens. It is also a tourist attraction for the area.

This combined with visits to the court tomb in Kilbride bog makes it an attractive route to be enjoyed by all and a welcome stop on the Wild Atlantic Way.

It is not just for tourists following the Euro Velo Route from Portugal to Norway, It is for local people along the way, to get into cycling as a sport and encourage them to go further afield traveling to other countries with their bikes. I promote cycling in the area through our local cycling club: Ballina Cycling Club and I am also on the committee of the Cycling Ireland Leisure Commission. I have taken a number of groups on the Euro Velo 1 route between the Windy Gap and Enniscrone, along by Kilbride (Carrowleagh) bog.

I have also followed the Euro Velo 1 route in other European countries. I do this in an effort to make my holidays as healthy and sustainable as possible, in order to reduce my personal carbon footprint. It has proven to be a great choice of route to follow for an enjoyable holiday.

Cycling is a terrific sport for physical health and mental wellbeing.

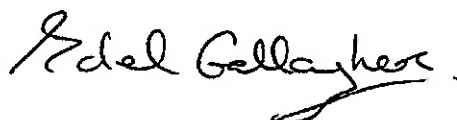
This route has been funded by the Irish Government Department of Transport, and also from the European Union.

This project will without doubt jeopardise this route, damaging its potential to promote the natural beauty of this area.

2. In the Minerex report on the groundwater on the site of the Hydrogen plant, I note that water levels dropped only ten days into the pumping period between 11/7/22 and 22/7/22

I frequently stop at this well and enjoy drinking the cool water from it. It is usually fairly constant in that it stays around the same level most of the time. I noticed from the photographs in the report that there was a severe drop in the water level during the pumping. I cannot understand why rainfall records from Markree and Knock Airport were used to calculate rainwater that could be used for the production of hydrogen. Met Eireann have rainfall records from recording stations closer than these two stations surely? If the springs were affected so severely after just 10 days of the 24 days of testing, this has to raise red flags about the whole project and the affect vast amounts of water extraction will potentially have on the area surrounding the plant

Edel Gallagher 22/5/24



EuroVelo is a network of 17 long-distance cycle routes that cross and connect Europe. The routes can be used by long-distance cycle tourists, as well as by local people making daily journeys. Only routes approved by the European Cyclists' Federation can be called EuroVelo.



EuroVelo Schematic Diagram

Objectives

The objectives the EuroVelo initiative are:

- To ensure the implementation of very high quality European-grade cycle routes in all countries of Europe, carrying the best European practice across borders and harmonising standards;
- To communicate the existence of these routes to decision makers and potential users, promote and market their use, and provide an important port of call for information about cycling in Europe;
- **In this way, to encourage large numbers of European citizens to give cycling a try, and so to promote a shift to healthy and sustainable travel – for daily trips and as cycling tourism.**

Development and Operation

The development and operation of the EuroVelo routes is carried out by national, regional and local governments, commercial service providers and NGOs.

The aim is to establish an official National EuroVelo Coordination Centre (NECC) to lead on this work in every country through which EuroVelo routes pass.

Badge of Quality

EuroVelo is a registered trade mark of ECF, and only routes approved by ECF can be called EuroVelo. This is an important badge of quality for both the cyclist and the route promoter.

To find out more on how the EuroVelo project has developed over time view our "History" page on the [professional EuroVelo website](#).

EuroVelo Route 1

Route 1 brings cyclists on an amazing journey through Norway, United Kingdom, Ireland, France and Portugal.

The route has signage in all of these countries together with maps, information and tips for cyclists.

Follow this link to watch a video about the route, and you might be tempted to cycle a part of it!

<https://cn.eurovelo.com/ev1>

AtlanticOnBike - EuroVelo 1 project extension

Funded by the EU Atlantic Area Interreg programme, this extension of the AtlanticOnBike 2017-2020 project had a duration of 16 months with the end of activities by June 30th, 2023. It focused on EuroVelo 1, a unique cycling tourism destination for a green growth. In this extension of the original [AtlanticOnBike project](#), a partnership has been put together to cover the whole area of [EuroVelo 1 - Atlantic Coast Route](#) in 6 countries, but with a reduced number of partners to maximise the efficiency of the EU grant. The project extension covering the whole route aimed at developing integral tools and ensuring a common identity for the route from Norway to Portugal.

AtlanticOnBike responded to the common challenge of enhancing and exploiting the amazing natural and cultural assets along EuroVelo 1 - Atlantic Coast Route across the Atlantic Area, in order to make this route a well-known and attractive touristic destination in Europe. The original AtlanticOnBike project developed a sustainable European touristic destination based on the transnational Atlantic Coast Route. Through a methodology developed in the frame of the original project, in 2020 it was estimated that there are around 10.5 million cyclists per year, with those cycle tourists on the route contributing at least 198 million euros of economic impact.

Following the end of the project, a [EuroVelo 1 Partnership \(formerly called LTMA, long-term management agreement\)](#) was signed to ensure the sustainability of some of the project outputs and to develop the route further on the transnational level. This call provided an opportunity to undertake additional activities to those included in the original project - and now the Partnership - and thereby further exploit the outputs and results, particularly following the impact of the pandemic on the tourism sector. EuroVelo 1 is well-placed to benefit from the increasing popularity of cycling tourism in Europe.

Based on 6 Work Packages, the major outputs and activities of the project extension were:

- Supporting the coordination of the route on the transnational and national levels in the medium to long term, particularly in those areas that were not covered by the original partnership.
- Developing attractive new promotional tools to market the route to key tourist markets following the touristic marketing strategy developed in the original project.
- Surveying those sections of the route not covered by the original project partnership and tracking improvements on the other sections to ensure up-to-date information is available to communicate to users and identify priorities for investments.
- Encouraging destinations to invest in measures to support cycling tourism by providing expert guidance on route development, particularly related to current trends and innovative measures.
- Performing pilot actions to help encourage further investments along the route.
- Organising events to disseminate the tools developed in the original project, and information about EuroVelo 1 generally, to public and private stakeholders on the transnational, national and regional levels.
- Improving the common methodology for evaluating the users of EuroVelo 1 and their economic impact and collecting updated data through an improved transnational platform for data (quantitative and qualitative) sharing.

The AtlanticOnBike extension project ensured the capitalisation of all the best practices and built on the training program for the partners established during the original project.

A new partnership was composed for this extension to ensure it is focused, easy to manage and quickly operational. ECF was one of 8 partners from 7 different countries:

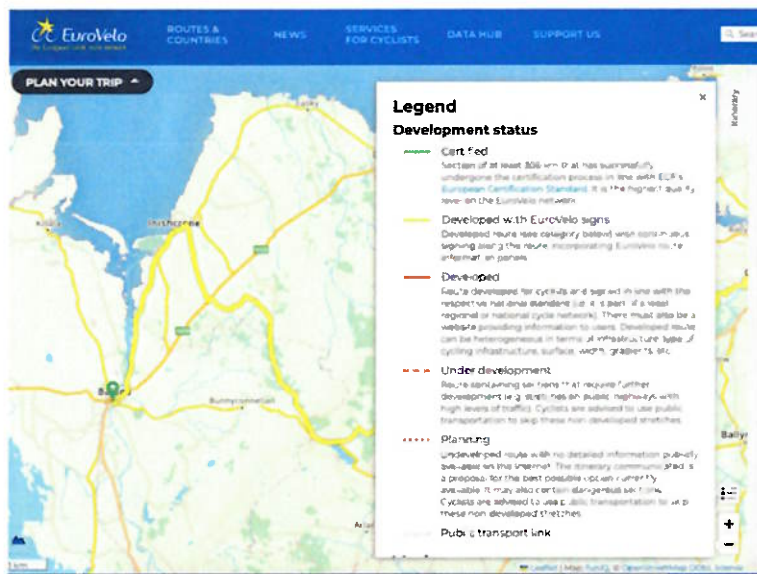
- [Statens vegvesen](#), **Norway**
- [Sustrans](#), **UK**
- [Department of Transport](#), **Ireland**
- [La Vélodyssée](#), **France**
- [Conseil départemental des Pyrénées-Atlantiques](#), **France**
- [Conbici](#), **Spain**
- [FPCUB](#), **Portugal**

For more information about EuroVelo 1 – Atlantic Coast Route, please visit www.EuroVelo1.com.





Euro Velo cycle route... Ireland



Euro Velo Route ! North East Mayo / West Sligo



EuroVelo sign on the L2604 turbine haul route.