

Patrick J. Tobin & Co. Ltd
Fairgreen House
Fairgreen Road
Galway.

6th July 2007

Re: Proposed harbour extension at Galway Harbour, Galway, Co. Galway.

Dear Sir,

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

Please find enclosed for your information a copy of the written record of the meeting held on the 28th of June, 2007 marked "Private and Confidential".

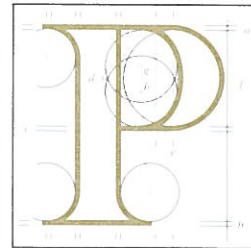
Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Siobhan White
Executive Officer.

An Bord Pleanála



TOBIN CONSULTING ENGINEERS		
PROJECT NO.		
FILE REF.		
Date Received 9 JUL 2007		
PAGE 10	ACTION BY	DATE
JPK.	BA BR	9/7/07

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Written record of pre-application consultation between An Bord Pleanála and the prospective applicant (Galway Harbour Company) in relation to a proposed Harbour Extension at Galway Harbour, Galway.

An Bord Pleanála reference number: PC.61.PC0012

**PRIVATE &
CONFIDENTIAL**

- **Venue:** An Bord Pleanála Conference Room
- **Date:** 28th June, 2007

In Attendance:

Representing An Bord Pleanála

Des Johnson, Deputy Planning Officer
Mary Cunneen, Senior Planning Inspector
Gerard Egan, Senior Administrative Officer
Sinéad McNerney, Executive Officer

Prospective Applicant

The Galway Harbour Company

Tom O'Neil, CEO, The Galway Harbour Company
John P. Kelly, BE MIEI, Project Director, TOBIN Consulting Engineers
Brendan Heaney, Ceng MIEI MICE, Project Manager, TOBIN Consulting Engineers
Conchubhar Ó Tuairisg, Project Engineer, TOBIN Consulting Engineers
James Green, BA MRUP MIPI, executive Planner, AP McCarthy Planning Consultants

- The meeting was chaired by Mr. Des Johnson and commenced at 11.00 a.m.
A list of attendees was exchanged (see Appendix 1).

Introduction

The Board's team was introduced and the proposed agenda for the meeting was set out.

The Board advised the prospective applicant that:

- The meeting is considered by it to be a preliminary meeting the purpose of which will be for the Board to obtain information from the prospective applicant in respect of the proposed development.
- The Board will keep a record of the meeting.
- A record of the meeting will be made available to the public at the end of the pre-application consultation process.
- The decision will be made by the Board on whether or not the proposed development is strategic infrastructure.
- The Board may require the prospective applicant to carry out consultations with the public in advance of any application being submitted.

- The Board may require the prospective applicant to submit additional information during the pre-application process, if deemed necessary.
- The Board will have regard to considerations relating to the proper planning and sustainable development of the area which in the Board's opinion may have a bearing on its decision in relation to the application.
- In the event of an application being submitted to the Board it is considered likely that an oral hearing will take place.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or in legal proceedings.

The Board stated that the first meeting was essentially intended to be a preliminary information gathering meeting and that it was envisaged that a further pre-application meeting or meetings would address the following issues:

- Procedures involved in making an application
- Procedures involved in considering such an application
- Considerations relating to the proper planning and sustainable development of the area which in the Board's opinion may have a bearing on its decision in relation to the application.

Presentation of Prospective Applicant

The prospective applicant gave an overview of the proposed development by way of a power point presentation, a hard copy of which is attached (see Appendix 2).

In the course of its presentation the prospective applicant referred to the following points:

- Project team
- History and background
- Current restrictions
- Legislation
- Current operations
- Future operations
- Proposed facilities and sites
- Project description
- Environmental Impact Statement

The prospective applicant emphasised that the existing docks were subject to significant size and tidal constraints which limited the ability of the port facilities to provide a modern and appropriate level of service within a regional context. The proposed development would seek to address this infrastructure deficit by way of the provision of modern and significantly enhanced port facilities on a site removed from the immediate city centre area. The main elements of the proposal would be:

- Land reclamation
- Provision of deepwater dock
- Provision of a dredged basin

The prospective applicant stated that at present only craft of a certain scale can enter the port. Given that operation hours of the existing port are restricted to 4 hours daily, it is

considered that the proposed harbour will operate more efficiently opening 24 hours and catering for larger tankers and vessels.

The prospective applicant referred to the evolution of land uses and stated that the harbour area has been redeveloped over time. The nature of development has raised concerns for the safety and security of the operation of the commercial harbour, difficulties have arisen and rather than erecting a barrier around the harbour, to overcome issues of safety, security and transport issues, they consider the best solution is to construct a new harbour with new rail and road links to cater for harbour traffic.

Upon completion of the presentation the Board raised that following issues:

The Board queried the relocation of the existing oil tanks. The prospective applicant stated that planning permission has been obtained for new oil storage facilities on the Enterprise Park site. It is hoped that the new facility will be fully operational in March 2008 and that the existing facilities will no longer be required.

The Board queried whether the new facility accounted for Seveso Regulations. The prospective applicant stated that a buffer zone will be maintained, as required.

The Board sought further information on future development of the existing dockland area. The prospective applicant stated that it is their understanding that a Strategic Development Zone is being planned for the area by Galway City Council. Should the proposed development be granted permission, the prospective applicant will have 32 acres of land to be redeveloped, either by the Local Authority or privately. A copy of a vision document entitled "Galway: A Waterfront City for Ireland West" was submitted by the prospective applicant (see Appendix 3), and stated that this is a preliminary document. This document recognises that the proposed redevelopment of the docklands area is intrinsically linked to the removal of the existing oil tanks and the relocation of the port facilities and that the proposed new port will result in a more secure and safer port for the city.

The Board sought further information on the transport link to the proposed new port. The prospective applicant explained that the City Council is currently carrying out a traffic model for the area incorporating a bus study, redevelopment of the Iarnród Éireann lands, the port area and the proposed SDZ. A new bridge is proposed to cross Lough Atalia.

The Board raised the issue of the proposed rail link to the port and queried whether there had been positive feedback from Iarnród Éireann. The prospective applicant stated that Iarnród Éireann was examining the possibility of a rail link. The Board considered that there was great dependency on agreement with Iarnród Éireann and queried what would be the case if they were not willing to develop the line. The applicant referred to the possibility of private development but considered that the corridor has capacity for increased rail lines and that it would be an opportunity to develop the city and port and the area as a whole. The Board queried why the development of the rail link was being left to the end of the project. The applicant responded that the development as a whole is a phased development and with the gentle increase in tonnage.

The Board sought further information in relation to the road link. The prospective applicant referred to the widening of the underpass below the rail link to cater for trucks. This would then link onto a new proposed road, which is set out in the development plan as a bus corridor. It is hoped that proposed new roadway would cater for heavy goods vehicles, buses and taxis. It is proposed that this route would take port traffic away from the city and come out on College Road at Galway Crystal. The applicant stated that redevelopment of

the road network would be an issue for the City Council and that they would be supporting such a proposal. The Board queried any impact on Lough Atalia, a Special Area of Conservation (SAC). The prospective applicant stated that development wouldn't impact directly on the SAC.

The Board queried if the prospective applicant had considered any alternative locations or design. The prospective applicant responded that a number of alternatives had been considered. In regard to linking the harbour to Hare Island the prospective applicant considered that this option would result in closing off access to beaches and may result in a possible loss of drift and therefore result in a loss of amenity. The prospective applicant also considered changing the orientation of the quays and putting them on stilts. They examined the possible impact on drift including any effects of altering the orientation of the quays, and concluded that a solid quay wall at the proposed location would not have any impact on sediment flow in the area.

The Board raised the issue of littoral drift and queried whether the proposed development would have any impact on the coastline further east. The prospective applicant referred to an imaginary line drawn between Hare Island and Mutton Island and that if the proposed harbour extended out beyond this line that there may be an impact on littoral drift. Based on a marine study carried out by Aquafact International Services Ltd the prospective applicant is satisfied that the proposed development will not have a negative impact on the coast.

The Board queried whether the alignment and length of the proposed harbour will have any impact on the on the velocity and volume of flow in the River Corrib, in particular during periods of tidal flow. The Board queried if the proposed development would restrict river flow and cause an increase in water levels upstream. The prospective applicant discussed the existing velocity and flow having regard to the salmon weir and the existing mix of fresh and salt water. It considers that the proposed development won't result in further constriction and won't have a negative impact on flow.

The Board raised the issue of the affect of the proposed development on views. The prospective applicant stated that there will be a chapter set out in the EIS with photomontages detailing possible impact on views. Every attempt has been made to ameliorate the impact and in the overall context it considers that there will not be a negative visual impact.

The Board raised the issue of dredge material to be used, with particular regard to the possibility of heavy metal contamination, arising from Southpark, a former city dump. The prospective applicant confirmed that 40% of the new harbour area will come from dredged material in the existing harbour and the sampling carried out has shown very little contamination, it is not considered hazardous and can be controlled. A study of silts did not indicate leachates.

The Board sought clarification in relation to the material to be used in the construction of the proposed new harbour. The prospective applicant confirmed that 40% will be dredged material and the remaining 60% will be material sourced from outside. It is proposed that the main mode of transport will be by sea. It is anticipated that any construction rubble from the surrounding area will also be used. The Board advised that the transport routes for material to be used should be addressed in the EIS.

The Board queried whether there would be any overlap between the existing harbour and the proposed new harbour. The prospective applicant stated there would be no overlap and that the existing harbour area will be redeveloped for leisure use.

The Board queried the height of the proposed harbour wall. The prospective applicant responded by stating that the existing harbour is 6m o.d. and the proposed harbour wall will be approximately 7.1m o.d.

The Board raised the issue of public consultations to date. The prospective applicant confirmed that they had carried out consultations with the City Council, both planners and elected members; 7 residents associations in the area and local fishermen. The Board referred to Lough Atalia being an SAC and, in this regard, advised the prospective applicant to fully consider the implications of Article 6 of the Habitats Directive. The prospective applicant confirmed that they had consulted with the Health and Safety Authority (HSA).

The prospective applicant submitted correspondence from Galway City Council in relation to scoping for an EIS (see Appendix 4). The prospective applicant has prepared an EIS in 4 volumes which they state is a working document to be updated and reviewed when submitting an application. It was agreed that this draft EIS (a working document) would not be submitted to the Board at this stage. The Board retained the maps for illustration purposes (see Appendix 5). The prospective applicant stated that if the Board required anything further in relation to the EIS that they could contact TOBIN Consulting Engineers.

The Board queried whether the Department of Marine had been consulted in relation to the proposed development. The prospective applicant stated that they had applied for a Foreshore Licence and that the Department had confirmed that they would not consider the application until planning permission is granted.

The Board asked whether the applicant had any other issues on which it sought the advice of the Board.

The prospective applicant sought advice on the following issues:

- Public consultations – they stated that a number of public consultations had been carried out to date and sought advice on whether further public consultation would be considered necessary. They stated that a number of prescribed bodies had been consulted and queried whether it was necessary to contact any further prescribed bodies.
- Expected timeframes – the prospective applicant stated that they were anxious to lodge an application as soon as possible; they hope to be in a position to commence construction in 2009.

The Board requested a list of the public consultations and prescribed bodies notified, and the dates of these consultations, and if it is intended to have further consultations. The prospective applicant agreed to forward this list to the Board.

The Board also requested a document, in schematic form, showing traffic management for the proposed development, both at construction and operational stage. The prospective applicant stated that it is not anticipated that there will be a lot of pedestrian traffic in the new harbour.

The Board indicated that it would seek clarification on these issues raised above from the Board and these would be discussed at a further meeting.

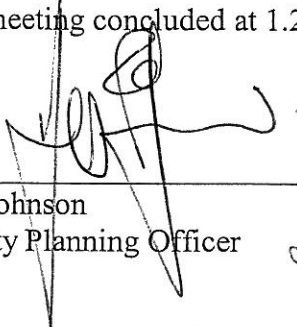
Conclusion

The Board gave an overview summary of the main items covered at the meeting as follows:

- Introduction
- Presentation of project
- Relocation of oil tanks
- Proposed SDZ for existing dock area
- Transport links
- Alternatives considered
- Impact on literal drift, coastline, River Corrib and Lough Atalia
- Views and visual impact
- Dredge material
- Overlap of existing and proposed harbour
- Alternative uses to oil
- Consultation to date
- Scoping of EIS by PA
- Application procedure
- Advice sought

The Board indicated that it would endeavour to arrange a further meeting in mid August at which it would respond to the issues on which the prospective applicant had sought advice.

The meeting concluded at 1.25 p.m.



Des Johnson

Deputy Planning Officer

27 Aug 2007