

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

5th December 2007

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

Dear Sir/Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the second meeting of the 10th October, 2007 which is marked 'Private and Confidential' for your information.

If you have any queries in relation to the matter 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,

Luke Ryan
Executive Officer

TOBIN CONSULTING ENGINEERS		
PROJECT NO.		
FILE REF.		
Date Received 06 DEC 2007		
PASS TO	ACTION BY	DATE
JPK	BL	6/12/07

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Baile Átha Cliath 1.

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64 Marlborough Street,
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Written record of second 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

- **Venue:** An Bord Pleanála, Training Room
- **Date:** 10th October, 2007

In Attendance:

Representing An Bord Pleanála

Mr. Des Johnson, Deputy Planning Officer
Ms. Mary Cunneen, Senior Planning Inspector
Mr. Gerard Egan, Senior Administrative Officer
Mr. Luke Ryan, Executive Officer

**PRIVATE &
CONFIDENTIAL**

Prospective Applicant

The Galway Harbour Company

Mr. Tom O'Neil, The Galway Harbour Company
Mr. John P. Kelly, TOBIN Consulting Engineers
Mr. Brendan Heaney, TOBIN Consulting Engineers
Mr. Brendan Rudden, TOBIN Consulting Engineers
Dr. Blair Sheridan, The Galway Harbour Company
Dr. Brendan O'Connor, Aquafact
Mr. Rory Doyle, Aquafact

- The meeting was chaired by Mr. Des Johnson and commenced at 11.30 a.m.
A list of attendees was exchanged (see Appendix 1).

Introduction

The Board's team was introduced. The Board acknowledged the receipt of the prospective applicant's submission (*Comments on Minutes of 1st Consultation Meeting with An Bord Pleanála on 28th June 2007* – See Appendix 2) following the first meeting. The prospective applicant stated that this document addresses the points raised by the Board from the first meeting.

The Board informed the prospective applicant that it had met with officials from Galway City Council concerning the proposed development on the 6th September, 2007. The context of this meeting was the Board's view that any proposed development of this scale should be discussed in the context of the long term strategic planning relating to the growth and development of the city including long term integrated transport planning. The Board advised the prospective applicant that it had discussed the issues of the visual impact of the proposed development and the transport issues including HGV movements, and the potential for a rail link to the site. The Council had advised the Board that it was undertaking the production of a transport model for Galway City and that the traffic impact of the proposed development would be assessed by it in the context of that model.

The following issues were discussed during the meeting.

61.PC0012

Transportation

The Board emphasised to the prospective applicant that the issue of transportation (road and rail proposals) would be a significant factor in consideration of any application and hence:

- In respect of road traffic the volume of HGV movements would have to be quantified for both construction and operational phases.
- Any traffic impact assessment study lodged with an application must contain up to date survey figures – the Traffic Impact Assessment relied on in the application being undertaken in 2004.
- Regarding a rail link to the site the Board suggested that further consideration may need to be given as to whether such a link should or could be provided in an earlier phase of the proposed development. Full details of the final rail scheme should be included in any application documentation.
- The prospective applicant should consider whether the formal finalisation/adoption of the Galway City Transportation Model should be finalised prior to submission of any application for the proposed development.

In response:

- The prospective applicant recognised the need to demonstrate adequate and satisfactory access during both construction and operational phases. The prospective applicant stated that it has held two meetings with the Department of Transport.
- The prospective applicant also indicated that it had considered and is currently investigating the potential for a rail link in an earlier phase of the overall development. It also indicated that it will meet with Iarnród Éireann and the Local Authority to discuss this matter.
- The prospective applicant also stated that haulage associated with the proposed development should not impact on the use of the harbour by other commercial vessels.

Visual impact

The Board emphasised that the visual impact of the proposed development would be a significant factor in consideration of any application and particular issues to be addressed should include potential impact on the historic sea views from the Claddagh area. All proposed mitigation measures in respect of the visual impact of the proposed development should be fully itemised and explained in any application.

Location of proposed development/Consideration of alternatives

The Board noted current trends whereby port developments are being relocated away from city centre areas due to “inter alia” infrastructure and traffic constraints and stated that consideration should be given to a comprehensive and rigorous analysis of alternative locations for the proposed facilities and a robust justification for the chosen site. The weighting given in any such analysis to the presence of existing oil storage facilities at the site as well as any constraints associated with their relocation should be fully explained.

Full consideration should be given to the separation of different facilities within the proposed development (freight, passenger and leisure).

In any application the prospective applicant should identify any alternative layouts considered for the harbour in terms of orientation and configuration.

Strategic Development Zone lands

The Board noted the applicant's proposal that the site become part of an SDZ.

The prospective applicant informed the Board that the SDZ would be promoted by the planning authority and that income from SDZ lands will help finance the new port.

Source of fill material

The Board indicated that details of the quantities of fill hauled to the site by road and sea would need to be fully detailed in any application as would also the ratio of road/sea shipments. The prospective applicant stated that 40% of the fill material would come from the dredge basin and the rest would be imported. While the exact sourcing of the latter had not yet been finalised it is internationally available and would likely be shipped to the site. It also stated that the haulage of fill material by ship would not have an adverse impact on the use of the existing harbour by other commercial vessels.

Dredging Operations

In discussion on this issue the prospective applicant advised that its investigations indicated that the dredging would have no adverse effects on water quality and that this would be fully detailed in any application.

Littoral Drift

The Board asked the prospective applicant that the issue of littoral drift should be comprehensively addressed in any application.

The prospective applicant stated that drift comes from a south, south-westerly direction, similar to the prevailing winds in the areas. Mutton Island already acts as a sediment trap so the proposed development would have no entrapment effects. Normal drift action will take place east of the pier.

Protected Species

The Board stated that in the event that there are any protected species in the area of the proposed development, the potential impact on such species would need to be vigorously addressed.

The prospective applicant stated that there were not any protected species but that the area is a Special Area of Conservation because it contains a variety of habitats. The Board reiterated that the potential impact on the integrity of the European site would be an important consideration.

The prospective applicant stated that impacts arising from international port traffic can be a serious issue but under port rules ships exchange ballast water mid-ocean to help prevent this problem.

Need for Proposed Development

The Board emphasised that the issue of need for the proposed development would be an important consideration in any assessment of a future application.

The prospective applicant stated that although port business is currently confined only to oil, in the future it intends to focus on other industry types such as storage and overland freight. In that regard the Harbour Company refers to the study commissioned by the IMDO (Irish Maritime Development Office) on developing Ireland as an internationally competitive location for shipping and shipping related services. (See Appendix 4)

Presentation by prospective applicant

The prospective applicant made a presentation entitled *Hydrodynamic and Sediment Model Study in the Galway Docks* (See appendix 3). The study was based on data output obtained from the COHERENS Model. COHERENS is a three dimensional hydrodynamic multi-purpose model for coastal and shelf seas, which is coupled to biological, re-suspension and containment models, and resolves mesoscale to seasonal scale process.

Please note the following points in relation to the presentation:

- Slide 4 – the two points are wave/current measurement points
- Slides 5 and 6 validate the model
- Where two diagrams appear on a slide, the top diagram shows present levels, the lower shows likely levels if the proposed development is in place
- Slide 13 – Effects of wind action at present
- Slide 14 – Effects of wind action with proposed development in place

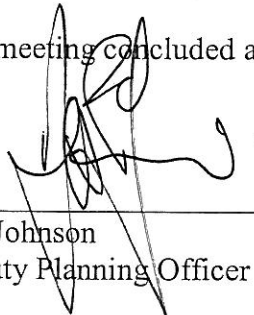
The prospective applicant stated that the model used in the presentation is a standard, validated international model. A summary of the Model's conclusions is attached as Appendix 5. The Board noted this presentation.

Conclusion

The Board stressed the importance at various stages of the meeting that the proposal should be fully and robustly justified in any application. It should clearly demonstrate how it was considered by the prospective applicant that the positive aspects of the proposed development outweigh the negative aspects.

The Board and the prospective applicant agreed that further consultations should take place, but that the production and adoption of a transportation model by the Local Authority would be a milestone. It was agreed that the onus lay with the prospective applicant to request a further meeting.

The meeting concluded at 2.10pm.


Des Johnson
Deputy Planning Officer

