



Galway Harbour Company

Galway Harbour Extension

Environmental Impact Statement

Chapter 5

Human Beings & Socio Economic

TABLE OF CONTENTS

5 HUMAN BEINGS - SOCIO ECONOMIC	5-1
5.1 INTRODUCTION	5-1
5.2 BASELINE ENVIRONMENT	5-1
5.2.1 <i>Population</i>	5-1
5.2.2 <i>Economic Activity</i>	5-6
5.2.3 <i>Land Use & Amenity</i>	5-9
5.2.4 <i>Other Potential Impacts on Human Beings</i>	5-10
5.3 POTENTIAL SIGNIFICANT IMPACTS	5-11
5.3.1 <i>'Do Nothing' Impact</i>	5-11
5.3.2 <i>Construction & Operational Phase Impacts</i>	5-11
5.3.2.1 Population & Economic Activity	5-11
5.3.2.2 Population & Economic Activity Mitigation	5-12
5.3.2.3 Land Use & Amenity	5-12
5.3.2.4 Land Use & Amenity Mitigation	5-14
5.3.2.5 Other Potential Impacts on Human Beings	5-14
5.3.2.6 Conclusion	5-15

TABLES & FIGURES

TABLES

Table 5.2.1 - Galway City Population/Households	5-2
Table 5.2.2 - CSO Census Population.....	5-2
Table 5.2.3 - CSO Census Population - Main Urban Centres.....	5-2
Table 5.2.4 - State and West Region Population Growth Targets 2010 - 2022 (DoEHLG).....	5-3
Table 5.2.5 - Minimum Population Target for the Galway Gateway 2016 and 2022	5-3
Table 5.2.6 - Population Changes at Electoral Level in Galway City 1996-2006-2011 (CSO)....	5-4
Table 5.2.7 - Population Trends during the Period of 1981 – 2011	5-5
Table 5.2.8 - Numbers Employed by Sector in Galway City (Census 2006)	5-6
Table 5.2.9 - Employment by Socio-Economic Grouping.....	5-7
Table 5.2.10 - Number on Live Register, 1998-2010	5-7
Table 5.2.11 - Value of Tourism to the West of Ireland 2004-2009	5-8
Table 5.2.12 - Overseas Tourists to Counties in the West Region 2009.....	5-8
Table 5.2.13 - Source of All Tourists to West Region 2009	5-8
Table 5.2.14 - Annual volume and value of landings of shrimp, lobster and velvet crab from inner Galway Bay.....	5-9

FIGURES

Fig. 5.2.1 - West Region Population Targets for 2010 (Source: RPGs)	5-3
Fig. 5.2.2 - West Region Population Targets for 2016 & 2022 (Source: RPGs).....	5-4

5 HUMAN BEINGS - SOCIO ECONOMIC

5.1 INTRODUCTION

Human beings comprise the most important element of the environment. One of the principal concerns in the development process is that people, as individuals or communities, should experience no diminution in their quality of life from the direct or indirect impacts arising from the construction and operation of a development.

This section discusses the key issues affecting human beings and the potential impact that the proposed development may have on them. The issues include population, economic activity (including employment, tourism, fishing industry) and land use & amenity. In assessing the potential socio-economic impacts of the proposed development, this chapter will also consider the implications for the residents and visitors to the city and region.

There are other potential impacts on human beings, such as such as water, air, noise, visual, traffic and health & safety. These impacts may occur during construction and/or operational stages of the project. Whilst referred to in this Chapter, these particular issues are examined in detail in other chapters in this EIS.

This study has been completed in accordance with guidelines as recommended by the EPA 'Guidelines on Information to be contained in Environmental Impact Statements (EPA).

5.2 BASELINE ENVIRONMENT

5.2.1 *Population*

This section examines the population and employment characteristics of the receiving environment of Galway City, including current and future population and household numbers and economic activity, including employment and tourism.

In common with most cities and towns in the State, Galway City has enjoyed significant population and economic growth, particularly during the boom years of the "Celtic Tiger". However since the end 2007, there has been a reversal in economic conditions and a decrease in the rate of population growth.

The population figures for Galway City indicate that significant growth occurred from the late 1980s, driven by the natural rate of increase and by significant net migration. This was generally in line with the national trend, supported by a strong and rapidly developing economy. This increase in population since 1986 is outlined in Table 5.2.1 over.

The 2011 figures in the following tables are based on the currently available Census 2011 figures on the CSO website. Full Census 2011 figures are not yet released and, therefore, in some instances the most up to date data is from Census 2006.

Galway City Population/Households				
Year	Population		Households	
	Number	% Change	Number	% Change
1986	47,104	---	12,458	---
1991	50,853	8	14,572	17
1996	57,095	12	17,769	22
2002	65,832	15	21,053	19
2006	72,414	10	25,353	20
2011	75,529	4.2	27,726	9.4

Table 5.2.1 - Galway City Population/Households

Source: CSO and Galway City Development Plan 2011-2017.

The following tables indicate the population in the West Region and in the Republic of Ireland (ROI) in 2002, 2006 and 2011 Census years.

CSO Census Population					
County/Region	2002	2006	% Change 2002-2006	2011	% Change 2006-2011
Galway	209,077	231,670	10.8	250,541	8.1
Mayo	117,446	123,839	5.4	130,638	5.5
Roscommon	53,774	58,768	9.3	64,065	9.0
West Region	380,297	414,277	8.9	445,356	7.5
R.O.I.	3,917,203	4,239,848	8.2	4,588,252	8.2

Table 5.2.2 - CSO Census Population

CSO Census Population - Main Urban Centres					
City/Town	2002	2006	% Change 2002-2006	2011	% Change 2006-2011
Galway City	65,832	72,414	10	75,529	4.3
Castlebar	10,287	10,665	4	10,826	1.7
Ballina	9,478	10,056	6	10,361	3.0
Tuam	5,947	6,885	16	8,242	19.7
Ballinasloe	6,101	6,158	1	6,577	6.8
Westport	5,634	5,475	-2	6,063	10.7
Roscommon	4,489	5,017	12	5,693	13.4

Table 5.2.3 - CSO Census Population - Main Urban Centres

Notwithstanding the changed economic conditions prevailing in the State since late 2007, continued growth in population is anticipated in the State and, indeed, in Galway City. The anticipated future population targets are based on regional targets that were set out by the DoEHLG in October 2009 and were subsequently adopted in the Regional Planning Guidelines for the West Region 2010-2022. These targets are set within the context of the National Spatial Strategy and reflect the specific role of Galway as a Gateway city. The growth targets for the State, Region and City are illustrated in Tables 5.2.4 and 5.2.5 below.

In addition, Figures 5.2.1 and 5.2.2 illustrate the population targets within the Region, allocated to a number of key cities and towns, as contained in the new Regional Planning Guidelines. All the population statistics provided illustrate the particular role that Galway City plays as a national Gateway city and regional centre of population and commerce.

State and West Region Population Growth Targets 2010 – 2022 (DoEHLG)					
	2006 census	2008 estimate	2010	2016	2022
State	4,239,848	4,422,000	4,584,900	4,997,000	5,375,200
West Region	414,277	426,100	442,200	484,700	521,400
% Share of State to the West Region	9.8%	9.6%	9.6%	9.7%	9.7%

Table 5.2.4 - State and West Region Population Growth Targets 2010 - 2022 (DoEHLG)

Minimum Population Target for the Galway Gateway 2016 and 2022					
	2002	2006	2010	2016	2022
Population	66,163	72,414	78,400	88,500	98,700

Table 5.2.5 - Minimum Population Target for the Galway Gateway 2016 and 2022
(Source: Table 13 of Regional Planning Guidelines for the West Region 2010-2022)

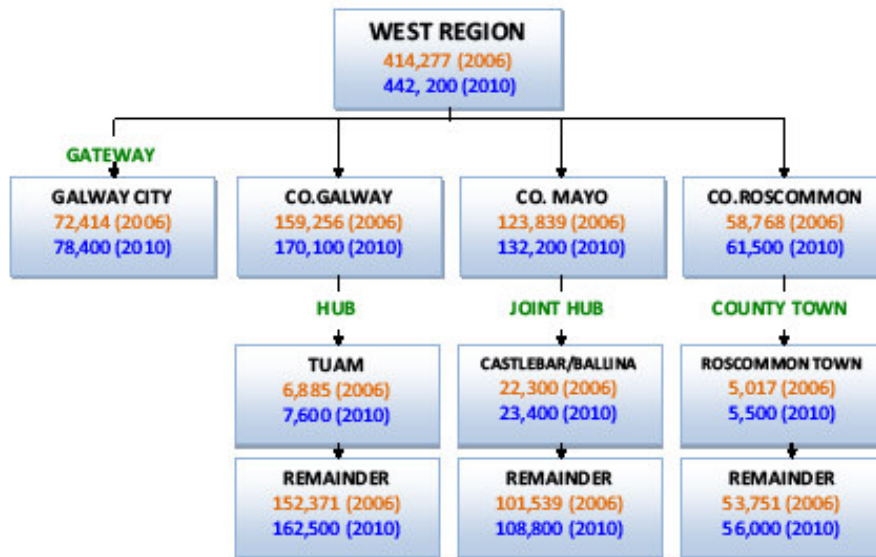


Fig. 5.2.1 - West Region Population Targets for 2010 (Source: RPGs)

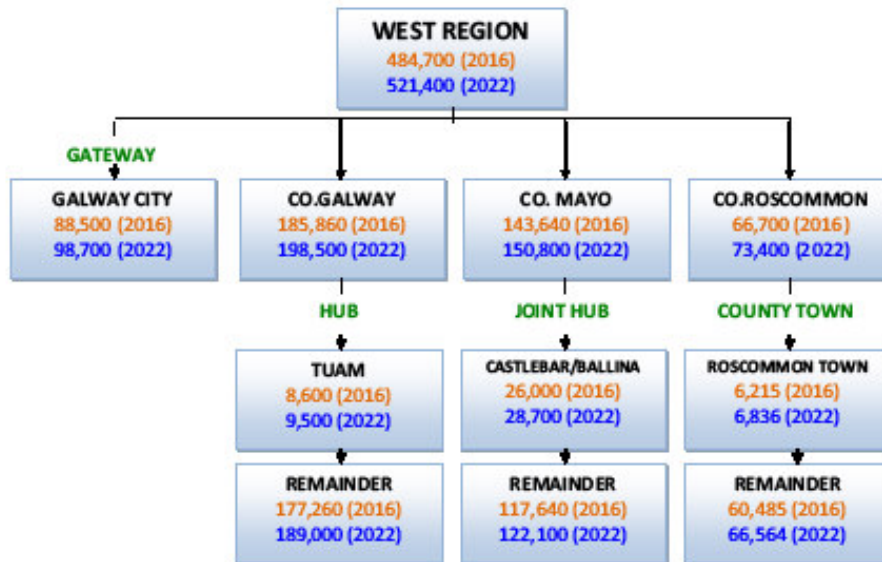


Fig. 5.2.2 - West Region Population Targets for 2016 & 2022 (Source: RPGs)

The smallest administrative area for which population statistics are published is an Electoral Division (ED). Table 5.2.6 examines the increase in population in the City over the period 1996-2011 at ED Level. The EDs closest to the site of the proposed Galway Harbour Extension are the EDs of Lough Atalia, Renmore and Eyre Square. Whilst a decline was experienced in a number of the ED areas, this decline has been offset by the significant population increases experienced in the suburbs of Galway City over the period 1996-2011.

Population Changes at Electoral Level in Galway City 1996-2006-2011 (CSO)						
Area	1996	2002	2006	% Increase 1996-2006	2011	% Increase 2006-2011
Ballybaan	4979	5522	9871	98%	12265	24.3%
Ballybrit	612	701	724	18%	896	23.8%
Barna	7031	10822	12792	81%	14389	12.5%
Castlegar	2130	2334	3602	69%	4141	15.0%
Claddagh	2747	2856	2614	-5%	2387	-8.7%
Dangan	4901	4923	4206	-14%	3671	-12.7%
Eyre Square	3463	4066	4105	19%	4457	8.6%
Knocknacarragh	1341	1567	1428	6.4%	1515	6.1%
Lough Atalia	1264	1154	1113	-12%	920	-17.3%
Menlough	3957	4853	5752	45%	4996	-13.1%
Mervue	2618	2353	2130	-19%	1796	-15.7%
Murrough	1850	2219	2382	29%	2391	0.4%
Newcastle	2773	2440	1999	-28%	1820	-9.0%
Nuns Island	1565	1494	1336	-15%	1276	-4.5%
Rahoon	2152	2340	2920	36%	3005	2.9%
Renmore	1779	1664	1426	-20%	1391	-2.5%
Rockbarton	1901	1867	1813	-5%	1915	5.6%
St. Nicholas	1852	2769	2677	45%	2602	-2.8%
Salthill	2559	3402	3376	32%	3478	3.0%
Shantalla	2062	1974	1874	-10%	1784	-4.8%
Taylor's Hill	2012	3003	2713	35%	2464	-9.2
Wellpark	1693	1509	1561	-8%	1855	18.8%

Table 5.2.6 - Population Changes at Electoral Level in Galway City 1996-2006-2011 (CSO)

Significant changes have taken place in the spatial distribution of the city's population. Over the last number of years, the greatest population increase has taken place in the newer suburbs i.e. Barna Ward which includes the new housing developments at Knocknacarra and the City Centre where residential development was brought back into the city centre under the Urban Renewal Scheme. Those areas where the population has declined since 1991 are, in the main, older mature residential suburbs i.e. Lough Atalia and Renmore where there has been a constant decrease in population since 1981 as outlined in Table 5.2.7.

Population Trends during the Period of 1981 – 2011				
Census Year	Lough Atalia	Renmore	Eyre Square	Galway City
1981	1,500	2,280	1,724	43,210
1986	1,473	2,089	1,507	47,104
1991	1,352	1,968	1,944	50,853
1996	1,264	1,779	3,463	57,241
2002	1,154	1,664	4,066	65,832
2006	1,113	1,426	4,105	72,414
% Change 1981-2006	- 26%	-37%	+138%	+68%
2011	920	1,391	4,457	75,414
% Change 2006-2011	-17.3%	-2.5%	8.6%	4.1%

Table 5.2.7 - Population Trends during the Period of 1981 – 2011

Source: CS0 Census

The Population Trends as outlined in Table 5.2.7 show that between the years of 1981 and 2006, the overall population of Galway City has risen by 68%, with a further 4.1% increase from 2006 to 2011. However, during the same periods, the population of Lough Atalia and Renmore EDs have fallen by 26%/17.3% and 37%/2.5% respectively. The population of Eyre Square ED increased by 138% between 1981 and 2006 and by a further 8.6% from 2006 to 2011, mainly as a result of residential development being encouraged and introduced back into the City Centre under the Urban Renewal Scheme. It is noted that a significant portion of the increased population in the Eyre Square ED occurred within the general area around the inner harbour. This population increase has also been encouraged by the policy of the Galway City Development Plan which, since 2005, sought to increase residential use by requiring a residential content of at least 20% in all new development in the city centre.

5.2.2 Economic Activity

This section examines the economic activity characteristics of the receiving environment of Galway City, including employment, tourism and the fishing industry.

Employment

The significant population growth in Galway City has resulted from natural growth and significant net immigration, with the latter reflecting the national trend of economic growth. Census figures show that, between 2002 and 2006, the number of people stating that they were employed or in work increased by 20% in Galway City, compared to a national figure of 10%. This indicates that the Galway City economy performed well during this period. The 2006 Census shows that there was a working population of 39,892 within the City Council area, including 18, 875 commuters from outside the City area.

The commercial sector is the most important employer in Galway City, while manufacturing also remains a very significant sector. In this regard, the City's role as a national Gateway and regional retail and service centre is evidenced by the high importance of the commercial sector. This is illustrated in Table 5.2.8.

Numbers Employed by Sector in Galway City (Census 2006)		
Industrial Group	Total Galway City Resident Workers	Total Galway City Workers plus Commuters
Agriculture, forestry & fishing	97	124
Manufacturing	4,789	8,982
Construction	1,060	1,579
Wholesale & retail trade	3,646	5,362
Hotels and restaurants	2,966	3,260
Transport, storage & communications	865	1,420
Banking and financial services	1,042	1,766
Real estate, renting and business activities	3,121	4,110
Public administration and defence	1,109	2,145
Education	2,539	3,295
Health & social work	3,419	6,238
Other community, social and personal service activities	1,239	1,506
Industry not stated	125	105
Total	26,017	39,892

Table 5.2.8 - Numbers Employed by Sector in Galway City (Census 2006)

Source: Galway City Development Plan 2011-2017

Socio-economic grouping divides the population into categories depending on the level of skill or education attained. Higher professional includes scientists, engineers, solicitors, town planners and psychologists. Lower professional includes teachers, lab technicians, nurses, journalists, actors and driving instructors. Skilled occupations are divided into manual skilled like bricklayers and building contractors; semi – skilled e.g. roofers and gardeners; and unskilled, which includes construction labourers, refuse collectors and window cleaners. Table 5.2.9 shows the numbers of those employed in each socio – economic group in the state and Galway City and County.

Employment by Socio-Economic Grouping				
National Socio Economic Group	National Figure 2002	National Figure 2006	2002	Galway City & County Figure 2006
Employers & Managers	608453	650522	29241	32275
Higher Professional	203978	245170	11350	14705
Lower Professional	383388	451865	21688	26395
Other Non- Manual	670734	818573	30389	39010
Manual Skilled	399044	429779	17996	21298
Semi Skilled	308102	355441	15540	19543
Unskilled	192626	159904	9366	8371
Own Account Workers	191585	180500	10738	10287
Farmers	288317	166864	18055	13409
Agricultural Workers	34662	27407	1436	1144
Other gainfully occupied & unknown	969314	753793	43278	45233

Table 5.2.9 - Employment by Socio-Economic Grouping

Source: CSO Census

Traditionally, the economy of Galway and the wider west region was agriculturally based, however this sector has experienced considerable decline in recent times as evidenced in the latest census results published in 2006. As the administrative capital of the West Region, Galway City has witnessed significant increases in employment in the technology, services, industry and commercial sectors. During the period 1996 to 2006 the significant increase in population across the country together with the 'Celtic Tiger' boom period brought about positive changes to the socio-economic profile of Ireland, including Galway City & County. Table 5.2.9 above demonstrates the significant increases in the numbers employed in managerial and higher professional sectors nationally and this has also been the trend in Galway.

From the late nineties until 2007, there was a general decline in unemployment figures across the country. Table 5.2.10 below demonstrates the considerable drop in the live register number for County Galway during this period, which is of the range of 17%.

Number on Live Register, 1998-2010				
County	1998	2002	2007	2010
Galway	11,789	9,403	9,755	23,099

Table 5.2.10 - Number on Live Register, 1998-2010

(Source: Dept. Social Welfare, Statistical Information on Social Welfare Services)

As a result of the economic downturn however, the Central Statistics Office (CSO) has recorded steep increases in persons on the live register since late 2007. Monthly reports are made available by the CSO and the April 2012 report indicates unemployment figures reaching approximately 22,031 for County Galway. Whilst this reflects a small decrease since 2010, it represents a 125% increase in unemployment in the County since 2007.

The total *direct* employment arising from the Harbour's current activity is of the order of 500 persons, equating to 450 full-time equivalents. This includes 18 persons employed directly by the Galway Harbour Company (additional agency staff contracted as required). The overall total employment (FTEs), including direct, indirect and induced employment and based on an Employment Multiplier of 1.8, associated with activities at Galway Port is estimated to be of the order of 800 persons.

Further details of the Harbour-related employment are included at Chapter 2 – Section 2.2.2.

Tourism

This section outlines the existing Regional tourism environment, including Galway City. The tourism industry is a very significant contributor to the socio-economic well-being and vibrancy of Galway City. The City has a distinctive tourism offer and attracts significant numbers of tourists from all over the World. The City is also an important destination for domestic tourism.

The Failte Ireland *West Regional Tourism Plan 2008-2010* acknowledges that Galway City is well-established for tourism, both in its own right and as a base for the wider Western Region.

Value of Tourism to the West of Ireland 2004-2009						
	2004	2005	2006	2007	2008	2009
Total Overseas Tourists (000s)	1,250	1,235	1,412	1,476	1,405	1,147
Total Overseas Tourism Revenue (€m)	460.4	441.1	469.2	515.4	477.2	374.2

Table 5.2.11 - Value of Tourism to the West of Ireland 2004-2009
Source: Failte Ireland 2009

Table 5.2.11 gives a breakdown of the Revenue generated by overseas tourist visitors between the years 2004 to 2009. Despite the number of overseas tourist visitors generally reducing, the amount of revenue generated by tourism in the West Region increased steadily until 2007, although it has since reduced as a result of changing worldwide economic conditions

Overseas Tourists to Counties in the West Region 2009		
	Visitors (000s)	Revenue (€m)
Galway	879	266
Mayo	314	91
Roscommon	48	17

Table 5.2.12 - Overseas Tourists to Counties in the West Region 2009
Source: Failte Ireland (West Region 2009)

Source of All Tourists to West Region 2009						
	Britain	Mainland Europe	North America	Other World	Northern Ireland	Domestic
Number (000s)	163	343	177	42	28	720
%	11	23	12	3	2	49

Table 5.2.13 - Source of All Tourists to West Region 2009
Source: Failte Ireland (West Region 2009)

The above tables illustrate the importance of tourism to the West Region and, in particular, to Galway.

Ireland's popularity as a cruise ship destination has enjoyed significant growth in recent years. Large cruise ships carrying 3,000 to 4,000 passengers and crew dock regularly at ports around Ireland, especially in the summer months. Galway Bay is the only viable location for accommodating passenger cruise liners in the West Region. In 2009, two cruise vessels visited Galway and some 441 passengers came ashore. In 2011, the city hosted three cruise visits, with 737 passengers coming ashore. Six cruise vessels visited Galway in 2012, with more planned for subsequent years. However, Galway has failed to fully capitalise on this lucrative business because of inadequate landing facilities. Further details of the potential of cruise tourism are contained in Chapter 2 - Section 2.2.2.

The Volvo Ocean Race's first ever Irish stopover in Galway in May 2009 was worth €55 million to the west of Ireland, according to an independent consultancy study. The subsequent securing of the final leg of the Volvo around the world yacht race 2012 and the success of this event is an affirmation of the suitability of Galway as an international maritime centre and as a location for marine tourism.

Fishing Industry

Commercial sea fisheries have operated in Galway Bay for over 200 years and the City has a long established history in the fishing industry. The Galway Bay Inshore Fishermen's Association was founded in early 2010 and commissioned a Report entitled "*The Crustacean Fisheries of Inner Galway Bay*" (May 2010). This was prepared by Oliver Tully (Fisheries Science Services, Marine Institute) and Peter Tyndall & Seamus Breathnach (Fisheries Development Division, BIM). This Report provides information on historical and current fishing activities in the Inner Galway Bay area. A copy of the Report is included at Appendix 5.1 of this EIS.

The Fisheries Report notes that fishing activity in the Bay has largely "*switched from pelagic, demersal, oyster and salmon fisheries to pot fisheries for crustaceans and a limited fishery for clams and scallops*". It states that "*this switch coincided with a decline in whitefish and oyster stocks in the Bay, closure of the salmon fishery in 2006 and the development of a commercial shrimp fishery in the early 1970s.*" The Report states that there are currently 26 boats fishing the Bay, relying mainly on shrimp, lobster and crab.

The Report states that the primary area used for crustacean pot fisheries is "*confined to shallow water areas (generally less than 20m in depth) along the northern, southern and in particular the eastern shores of the Bay.*" As referred to above, the Report states there are currently 26 boats fishing the Bay, with a normal crew of 1-3 persons on each. The Report provides the following data on the value of catch in the Bay:

Annual volume and value of landings of shrimp, lobster and velvet crab from inner Galway Bay.		
	Volume (tonnes)	Value
Shrimp	45.8	€540,000
Lobster	18.3	€331,000
Velvet Crabs	42.4	€106,000
Total	106.5	€977,000

Table 5.2.14 - Annual volume and value of landings of shrimp, lobster and velvet crab from inner Galway Bay.

Source: "*The Crustacean Fisheries of Inner Galway Bay*" (May 2010)

The Report states that each fisherman identified the locations of the main fishing grounds for each catch. This indicated that "*the total area of the shrimp fishery is 108km² and is concentrated on the north and east shores of the Bay with less intensive activity on the south shore*" and "*the total area of the lobster fishery is 99 km² and is concentrated on northern, eastern and southern shores.*"

5.2.3 Land Use & Amenity

The proposed Galway Harbour Extension will be located to the south and immediately adjacent to the existing Galway Harbour Enterprise Park. The existing Enterprise Park is accessed by a bridge across the entrance channel to Lough Atalia and this will provide the access to the Harbour Extension. The Galway Harbour Extension site is bounded to the north by the existing Enterprise Park.

The proposed Galway Harbour Extension comprises 23.9 hectares of land reclamation. The development will provide 660m of sheltered quay berth. The development itself will consist of

berthing facilities for general cargo vessels, oil tankers, passenger vessels, fishing vessels, container vessels and a marina. A full description of the development and breakdown of areas is outlined in Section 4.3 of this EIS.

As outlined in Section 2.1.1.2.5 of this EIS, the City Development Plan sets out the land use zoning objectives and other specific objectives for all areas of the city. Under the Galway City Development Plan 2011-2017, existing harbour lands at the Harbour Enterprise Park are zoned for “*enterprise, industry and related uses*”. However, the Development Plan also supports proposals for the development of new and extended harbour facilities and supporting infrastructure. In this regard, the proposed Galway Harbour Extension is consistent with the relevant land use planning policies and objectives of the Galway City Development Plan and will secure the long-term strategic role of Galway City as a Gateway city.

The nearest residential units to the site of the proposed Galway Harbour Extension are the Cé na Mara Harbour Apartments in the Inner Harbour and Mellows Park in Renmore. It is considered therefore that these dwelling units constitute the location of the “nearest sensitive receptor or occupied premises”. The distance between the Galway Harbour Extension and the houses at Mellows Park to the north-east and to the Harbour Apartments to the north-west is approximately 500 metres in both cases.

At present, the existing Inner Harbour accommodates commercial vessels and is located only 40m from the nearest apartment in the Cé na Mara apartment complex and, indeed, the other residential developments facing onto the Inner Harbour. This potential source of conflict with residential amenity will be removed when the commercial/freight operations are relocated to the Galway Harbour Extension. This will improve the environmental and visual quality of the city centre area and facilitate the introduction of new uses in the inner harbour area that will significantly improve its amenity value.

In addition to the amenity and visual benefits of relocating harbour-related uses from the Inner Harbour, there are also significant health and safety benefits. In 2009, in advance of the Volvo Ocean Race, the Irish Shell Galway Terminal was dismantled. This was a Seveso site and its city centre location raised a number of issues in relation to public safety. The Leaside Oil Terminal and the new Enwest Oil Terminal are both Seveso sites. However, the proposed closure of the Leaside Oil Terminal will remove this Seveso facility, leaving the Enwest Oil Terminal in the Harbour Enterprise Park as the oil handling facility for the port. The provision of the Galway Harbour Extension, which will accommodate the oil tankers and facilitate the cessation of such use in the Inner Harbour, will therefore also result in significant public safety benefits to residents and businesses around the Inner Harbour area and, indeed, the wider City Centre area. The cessation of oil handling at the Inner Harbour will remove the Seveso II issues from this inner city location, thereby improving public safety and facilitating the proper and sustainable development of this area.

5.2.4 Other Potential Impacts on Human Beings

There are other potential impacts on human beings, such as water, air, noise, visual, traffic and health & safety. These issues are examined in detail, including a description of the existing environment baseline, in other chapters in this EIS as follows:

- Water Chapter 8
- Air Chapter 9
- Noise Chapter 10
- Visual Chapter 12
- Traffic Chapter 13
- Health & Safety Chapter 13

5.3 POTENTIAL SIGNIFICANT IMPACTS

5.3.1 'Do Nothing' Impact

If the proposed development were not to go ahead it is likely that the development site would remain in its current condition and land would not be reclaimed from Galway Bay. However, the economic development of the maritime industry within the area will continue to be frustrated by poor and restricted facilities, ultimately resulting in the decline of harbour-related business and commerce. A significant opportunity to provide an enhanced harbour facility to meet modern needs would be lost and this would result in a negative impact on the local and regional economy and employment.

5.3.2 Construction & Operational Phase Impacts

5.3.2.1 Population & Economic Activity

Population

It is not envisaged that there will be any change in the population growth trends of Renmore, Lough Atalia, Eyre Square or Galway City as a result of the proposed development and therefore there will not be any significant impact on population, either positive or negative, from the proposed development. It is likely that the majority of construction workers will be sourced locally and so no significant increase in the population of Galway City is expected to occur during the construction phase of the proposed development.

Economic Activity

It is likely that the proposed development will have a positive impact on employment in Galway City. This includes a significant number of jobs associated with the site development and construction phases of the project. In addition, there will be an indirect positive impact from the project as it will sustain additional jobs in service/supplier industries during the site development and construction phases.

It is expected that there will be approximately 250 people employed in the Galway Harbour Extension, including the Enterprise Park, once the project is completed. A number of existing harbour-related industries will relocate to the Galway Harbour Extension, which will facilitate their development and expansion. It is considered that there will be a long-term positive effect in terms of employment from the project. The proposed rail link will also increase efficiency of port based industries in the longer term.

It is likely that the project will further stimulate economic activity and the spin-off effects will be felt in the service and supplier industries in Galway City, County and the surrounding regions. The proposed deepwater dock will be able to accommodate larger ships and there will no longer be any restrictions from the tides for the vessels that will use the Galway Harbour Extension. It is envisaged that the Galway Harbour Extension will be better able to facilitate trade and commerce in Galway City and County and the entire Western Region.

Although the number of jobs generated during the construction phase will be temporary in nature, it will nonetheless have direct positive impact on local employment in addition to an indirect positive impact on the local economy.

Tourism

It is envisaged that the greater number of cruise ships that will be able to dock at the Galway Harbour Extension and the easier access for the passengers to disembark from the ships will also have a positive effect on employment in the service/tourist industry in Galway City, County and the Western Region. Also the future freeing up of the existing Docks and Quays and consequent development of this area as an entirely marine leisure orientated area will have a positive impact on employment in the service/tourist industry in the immediate area surrounding the existing Docks.

Fishing Industry

In preparation for the development of the Galway Harbour Extension, surveys of fishing activity in the inner Galway Bay area were undertaken from October 2006 to May 2011. These surveys were carried out to identify where fishing activity was occurring at different times of the year and to assess any potential impact of the proposed harbour extension. Observations from the pilot cutter (Loc Lurgain II) were recorded during routine port operations.

The surveys indicated that, in general, fishing activity is greatest in the vicinity of the shallows and rocky seabed at the Leverets Lighthouse (known locally as the candle stick) and the area to the south of Mutton Island in the vicinity of the Waste Water Treatment Plant Diffusers. The surveys also indicated that some fishing gear was laid in the vicinity of Renmore Beach, although these pots were not worked and were more often used as temporary storage. It should be noted that no fishing gear is laid in the shipping channels and this is governed by the Bye-Laws of the Galway Harbour Company. In this respect, whenever pots are laid in the channel they are normally relocated quickly following notification from the Harbour Company.

The observations referred to above indicate that, in general, the fishing areas do not impact on the site of the proposed Galway Harbour Extension, except for the area near Renmore Beach. As previously noted, this area was not used for fishing and was used as a transit area between the fishing ground and for storage.

The Report commissioned by the Galway Bay Inshore Fishermen's Association (referred to above) identified the main fishing grounds in the Inner Bay area. Using the maps included in that Report, and overlaying the footprint of the Galway Harbour Extension, including the new shipping channel, demonstrates there will not be any significant impact or interference on the current fishing grounds as a result of the proposed development. In this respect, the portion of the total lobster fishing area, as indicated by the Fishermen's Association, affected by the footprint of the new harbour extension represents approximately 0.077% of the overall fishing area. Similarly, as regards the shrimp fishing area, the portion affected by the footprint of the harbour extension represents approximately 0.275% of the overall fishing area. These are not considered to be significant, particularly in the context of the size of the fishing grounds.

In addition to the above, the proposed Galway Harbour Extension will result in the provision of new and improved fishing boat berthing facilities and will also result in a significant reduction in the potential for conflict between fishing vessels and other commercial shipping.

5.3.2.2 Population & Economic Activity Mitigation

There will be no significant negative impacts on population or employment as a result of the proposed development, therefore no mitigation measures are required. Whilst the footprint of the Galway Harbour Extension may encroach marginally on areas that may currently be fished, the level of encroachment is negligible. The new fishing facilities proposed will impact positively on the fishing activities in the Inner Bay. Only positive impacts are anticipated in relation to tourism and therefore no mitigation measures are considered to be required.

5.3.2.3 Land Use & Amenity

The proposed development will comprise of extensive land reclamation beyond the low water mark. This will represent a significant change to the "do-nothing" scenario. Notwithstanding this, the Enterprise Park is zoned for development and the proposal in this instance is wholly compliant with the land use zoning and other objectives set out in the City Development Plan.

The proposed development includes provision for public amenities, including a marina, public parks and a bayside promenade. These are considered to be tangible benefits for land use and public amenities. Having regard to the separation distance from the nearest residential dwelling to the Galway Harbour Extension, it is considered unlikely that there will be any significant negative impact on established general residential amenity. Furthermore, the new public

amenities to be provided as part of the development represent a positive impact to the residential amenities of persons living in the inner city and Renmore areas.

More detailed consideration of potential impact on residential amenity is included at the relevant Sections of this EIS dealing with water, air, noise, visual, traffic, health & safety, etc.

The proposed Galway Harbour Extension development incorporates facilities that will be of benefit to residents and visitors to Galway City. The works include the provision of a marina, public park areas and a bayside promenade that creates a vital link in the wider coastal path network. The entire Galway Harbour Extension area will be open to public access, with the exception of secure storage areas and other restricted areas where access must be controlled in the interests of public safety and security. There will be open areas, landscaped areas and walkways which will be accessible to the public and will be under the control of the management company including for maintenance.

The overall area of open space within the proposed development is approximately 4.54 hectares, which includes landscaped parkland areas, the Renmore and Marina promenades and other landscaped areas. Public access will be widely available to much of the Galway Harbour Extension, in particular, to the new park, coastal walkways and marina. In this respect, the proposed development can be integrated with the plans for a coastal walkway from Barna to Oranmore via Galway City and, indeed, the development will open up a section of the coastal walkway. In addition, the construction of the Galway Harbour Extension will result in the creation of a sheltered area to the east of the development, where safe boating and other water-based activities can occur.

The proposed Galway Harbour Extension facilitates a change in focus of the land uses in and around the Inner Harbour, resulting in a more attractive environment and facilitating increased leisure, cultural and tourism-based uses and amenities. The proposed development is considered to have an overall positive impact in relation to public amenities.

There will be a direct positive impact on the immediate area surrounding the existing Inner Harbour. The commercial shipping operation that currently occupies the Inner Harbour will relocate to the Galway Harbour Extension, freeing up the Inner Harbour area for new uses that are compatible with the inner city location and adjacent residential and commercial uses. This will have a long-term positive impact on the amenity of residents and businesses in the Inner Harbour area. This will also have very significant positive impacts in terms of public safety, particularly through the relocation of the oil handling operations away from the City Centre location, where such operations could pose potential threats to public health and safety.

Further to the above, whilst the proposed development will result in a relocation of commercial shipping, oil handling and fishing activities away from the Inner Harbour, it is considered unlikely that there will be any significant detrimental impact on local businesses and services that may rely on trade arising from these commercial shipping operations. Whilst there are a number of bars and restaurants in the immediate vicinity of the Inner Harbour, it is considered unlikely that business arising from commercial shipping and fishing forms a significant part of the overall business. Most of the business in this area is associated with the city centre location and may also arise from the tourism and leisure markets. Therefore, the relocation of the shipping operations will not have any significant detrimental impact on established uses and businesses in the Inner Harbour area. Indeed, the proposed development will facilitate the general improvement of the Inner Harbour area, resulting in a positive impact on local amenity and property values. This includes the improved amenity resulting from the relocation of industrial-type harbour uses to a location that is at a greater distance from sensitive receptors than currently exists.

The Galway Harbour Extension will significantly improve facilities for accommodating cruise ships and will also provide easier disembarkation for passengers from the cruise ships. The inclusion of a marina in the proposed development will also significantly improve such facilities,

which are lacking in the area. These facilities will increase the amenities for tourists in the area and will have a long-term positive impact on Tourism in Galway City and the western Region.

The Galway Harbour Extension will also result in the creation of a sheltered area to its east, between Ballyloughan Beach and Hare Island. This will create a significant area of sheltered water of sufficient depth to accommodate water sports and leisure pursuits, including boating. This will be a significant positive impact as it will greatly enhance the opportunities for safe water sports in the City, which is currently mainly restricted to the shallow Lough Atalia and the river and canal system. In addition, the continued use of Lough Atalia and the city's river and canal network will not be affected by the proposed development.

The proposed Galway Harbour Extension will facilitate the co-location of all harbour-related developments and remove such activities from the current City Centre location. Whilst it is acknowledged that harbour-related activities may pose a slight degree of risk on the persons directly involved, because of the industrial/maritime nature of the use, it is not envisaged that there will be a significant negative impact to the general public or to the employees of the harbour industry at the Galway Harbour Extension. Similarly, the relocation of these industrial/maritime uses from the Inner Harbour will remove the potential, albeit slight, for any negative impact on local residents and businesses.

5.3.2.4 Land Use & Amenity Mitigation

Whilst the proposed development represents a significant intervention in relation to the existing or "do-nothing" scenario, there will be no significant negative impacts on land use or amenity. Therefore no mitigation measures are required in this particular regard. Whilst the footprint of the Galway Harbour Extension may encroach marginally on areas that may currently be fished, the level of encroachment is negligible. The new fishing facilities proposed will impact positively on the fishing activities in the Inner Bay. Only positive impacts are anticipated in relation to tourism and therefore no mitigation measures are considered to be required.

5.3.2.5 Other Potential Impacts on Human Beings

There are other potential impacts on human beings, such as water, air, noise, visual, traffic and health & safety. These particular issues are examined in detail in other chapters in this EIS and appropriate mitigation measures are proposed, where necessary. These detailed assessments can be found in the following chapters:

- Water Chapter 8
- Air Chapter 9
- Noise Chapter 10
- Visual Chapter 12
- Traffic Chapter 13
- Health & Safety Chapter 13

5.3.2.6 Conclusion

The proposed Galway Harbour Extension will have a significant positive impact in terms of human beings, including economic activity and land use & amenity for the following reasons and no mitigation measures are required for these matters:

- Economic Development and Employment

The Galway Harbour Extension will address the current limitations at the Inner Harbour which, if not addressed, will ultimately result in the decline and demise of harbour-related activities in Galway City, with consequential negative socio-economic impacts.

- Public Amenities at the Galway Harbour Extension

The proposed development incorporates public amenities and facilities, including landscaped open space, promenades/bayside walkways, public access and marina and, in addition, it creates a sheltered and safe area for water-based leisure activities.

- Regeneration of Inner Harbour area

The relocation of commercial/industrial harbour-related activities from the Inner Harbour facilitates the regeneration and environmental improvement of this inner city area as a new urban neighbourhood and visitor destination, as well as addressing the Seveso II issues associated with oil handling.

