

An Taisce

The National Trust for Ireland

28th January, 2011

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin1.

AN BORD PLEANÁLA	
TIME	BY <i>Reg</i>
31 JAN 2011	
LTR-DATED	FROM <i>LS</i>
PL	

Re: Proposed New Harbour Development
Ref. No. – PC.61. PC 0012
Request to Scope EIS

Dear Sir,

At the request of An Bord Pleanála and in accordance with Article 95(2) of the Planning & Development Regulations 2001; I have been instructed by the Planning Committee of An Taisces – Galway Association to forward you our submission, and make observations to the type of information that should be contained in the Environmental Impact Statement required.

Opening comments on planning history of Port: For many years, people have been awaiting the publication of plans to regenerate and revive that area around the Port of Galway, which after many years of neglect and sustained loss of business, has become run-down.

It has been almost fifty years since Stage 2 of the docks development was completed, and while subsequent expansion at the Harbour Enterprise Park had taken place in the late 1990s, little if any, additional maritime business has been attracted to Galway. In point of fact, the port has drifted off into marina & property development and provision of car parking spaces, with the single import, oil (more correctly, Oil products).

Ever since the then Minister for Transport Ms Mary O'Rourke TD in 1999 decreed that CIE would "*conduct an audit of its property portfolio,*" that by selling off those lands surplus to their needs "*CIE would invest any gains made into extending and improving public transport provision throughout the country*" An Taisce had been expecting a similar scheme would be proposed for Galways almost redundant docks.

The former railway lands in Galway City which are adjacent to Ceannt Station, also close to harbour property, are now to be subject to the development of a Masterplan. An Taisce thought that this would bring about a similar level of interest for the use of Masterplanning techniques at Galway Harbour due to this closeness of lands in the ownership of the Galway Harbour Commissioners.

An Taisces 2010 submission to the DoTs Ports Policy Review claimed: “Existing policy documents published by the Department of Transport to date including the 2005 *Ports Policy Statement* are based on flawed economic growth models which do not factor in the mathematical limits of global resource extraction or the science of anthropogenic climate change.

It is significant and unacceptable in the context of the imperatives to address climate change and to respond to the environmental and economic impacts of same – that there was no mention of the word 'climate' in relation to the latest Department of Transport's 'Ports Policy Review Consultation Document'. (The only three references to the word are all in relation to economic climate only).

“Parallel to all this is non-consideration of impending peak oil and peak coal production and the unpredictable impact on energy cost on industrial processing, transport and refrigeration.

What is frightening to many people in Galway, is not that Ocean Liners might call, they would be more than welcomed, that the newest Cunard liner ‘Queen Mary2’ draws 32’ underwater is quite unlikely to ever visit.

But that 40,000 tonne oil tankers are to be encouraged into Galway Bay. The incidents at ‘Buncefield’ and Bantrys ‘*MV Betelgeuse*’ are still, despite 30 years passing, fresh in people’s minds.

In the context of proposed Port development in Galway it is noted that:-

The core objective of national ports policy as outlined in Department of Transport Statement of Strategy 2008 – 2010 is:-

“to ensure investment in ports meets port capacity requirements and to facilitate the availability of commercial port services which are effective, competitive and cost efficient”

This objective requires amendment to provide as a preliminary principle the requirement:

“to secure sustainable resource consumption and greenhouse gas reduction in port management and development”

Given the inevitable estuarine nature of port activity – a further amendment to preliminary core principles should be:

“ to ensure incentives and governance frameworks exist so that port management, design, development and operation be predicated on the need to limit and avoid impacts on Natura 2000 sites in particular, and observance with the European Birds and Habitats Directives in particular.”

DoE's Nature Conservation & Marine Research Recommendations:

We refer the Bord to the DoE's previous correspondence with Galway City Council over a proposal to develop a new berth outside the existing dock (copy attached), which was subsequently withdrawn by the applicant. This 2009 letter sets out clearly the requirements to be expected in any EIS.

- In addition, An Taisce would expect a detailed wreck survey covering the development area.
- An evaluation of the baseline and future effects this development could have on 'longshore drift' as it might affect nearby beaches.
- In the event that planning is refused for environmental impact, or other reasons. That consideration be given, in lieu of any "do nothing" scenario for Galway to give up its status as a Commercial Harbour, in favour of becoming a Regional Water Sports & Marine Leisure Centre. Thus allowing further development of Sporting & Cultural facilities within the existing Ports footprint.

Prematurity of project proposals:

An Bord Pleanála recently refused the latest Dublin Gateway application from the Dublin Port Company on the basis of impacts to the Natura 2000 sites and protected habitats and species in the bay. The failure to incentivise and govern state agencies and major operators result in consistent and frequent attempts to advance proposals which fly in the face of European legislation and result in delays in delivering infrastructure with the associated costs of same. Underlying core principles need to be addressed to resolve this at source.

As outlined above the latest Dublin Gateway proposal from the Dublin Port Company to infill some 58 acres of Dublin Bay having sold off land – was an effective profit-maximising-land grab advanced at the expense of Dublin bay's Natura 2000 sites.

No less so here in Galway – where Galway Harbour Company proposals require that property sales from their existing underutilised lands are required 'to leverage funding to pay for new developments' having first secured planning permission for Port Relocation on the public foreshore. No government funding of port development being allowed here.

Finally: Given the potential extortionate costs involved in developing the ultimate plan. The views of Dr. Sean Barrett Economics Dept Trinity College, Dublin must surely become relevant today. When writing his Minority Report in the 'Report of the Review Group on Commercial Harbours and Pilotage Policy & Legislation' (1992). Dr Barrett referred to an earlier *Green Paper on Transport Policy (1985)*, which found that in the case of the top fourteen scheduled harbours "the rate of return on capital employed averaged only about 2%". A 2% rate of return is low he contended.

Kieran Doherty
Executive Officer
An Bord Pleanála
64 Marlborough Street
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24 January 2011

Environmental Impact Statement Scoping Request re: Proposed Harbour Extension at Galway Harbour, Galway. Your Ref: 61.PS0004

Dear Mr. Doherty,

I refer to your letter dated 23rd December 2010, received on 30th December 2010, requesting comments from the Agency on the information to be contained in the Environmental Impact Statement for the above development. I also refer to the Draft Environmental Impact Statement Scope and Methodology report, as provided with your letter.

In accordance with Article 95(2) of the Planning and Development Regulations, the Agency makes the following comments.

- The draft scoping document appears to cover most areas of concern, including the impact of the works on shellfish growing areas, protected fish species and archaeology. However existing sediment contamination within the dock area should also be addressed in the EIS, with particular reference to chromium, lead, zinc and manganese.
- Comment should be made on the hydromorphological impact of this development on the Corrib Estuary and Galway Bay. The EIS should consider whether these potential impacts could prevent the aforementioned waters from reaching their environmental objectives under the EU Water Framework Directive. Elements of hydromorphology that need to be considered are listed in Annex 5 of the Directive and include the structure of the intertidal and subtidal zone, wave exposure, tidal regime and the direction of dominant currents.
- The EIS should have regard to the water quality status of the Corrib Estuary and Galway Bay waters, with reference to the Western River Basin District (RBD) River Basin Management Plan 2009-2015 and the associated Western RBD Transitional and Coastal Waters Action Programme.

- As outlined in the draft scoping document provided, the EIS should have regard to the EPA's guidance documents: *Guidelines on the Information to be Contained in Environmental Impact Statements (2002)* and *Advice Notes on Current Practice (in the Preparation of Environmental Impact Statements) (2003)* which are available on the EPA website at the following link: <http://www.epa.ie/downloads/advice/ea/guidelines>.

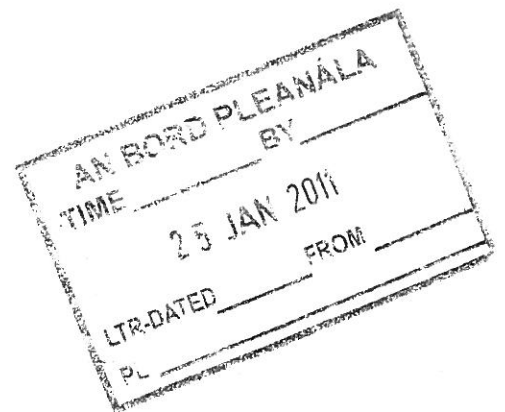
If you have any queries in relation to this submission please contact Pamela McDonnell at 021 4875540.

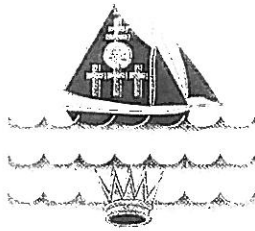
Yours sincerely,

Pamela McDonnell.

Pamela McDonnell

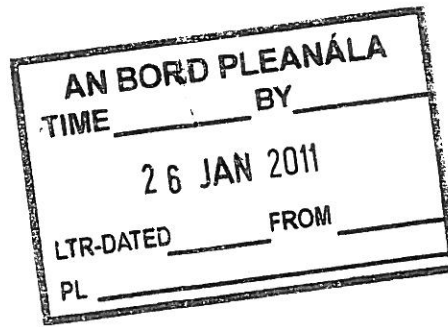
Office of Climate, Licensing & Resource Use





The West Regional Authority

Údarás Reigiúnach an Iarthair



1st Floor,
Woodquay Court,
Woodquay,
Galway.

Phone: (091) 509000
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An Bord Pleanála (Strategic Infrastructure Development),
64 Marlborough Street,
Dublin 1.

24 January, 2011

Re: New Harbour Extension at Galway Harbour, Galway – Ref. No. 61.PS0004 (Request for opinion on the information to be contained in an EIS)

A Chara,

The West Regional Authority office acknowledges receipt of a letter dated 23rd December, 2010 which requests an opinion of information to be contained in an EIS.

The 'Draft Environmental Impact Statement Scope & Methodology (Revision, A)' Report, November, 2010, outlines the likely contents of the EIS. It is considered that the Report is detailed and contains the relevant sections following the format of the EPA Guidelines and EPA Advice Notes on EIS.

The Scoping Report also indicates that the DoEHLG Flood Risk Management Guidelines (2009) will be followed in the preparation of a Flood Risk Assessment Report and that the Appropriate Assessment (Article 6 of the Habitats Directive) procedures will be undertaken.

The following policies and objectives which relate to Galway Harbour are contained within the Regional Planning Guidelines (RPGs) for the West Region 2010 – 2022. The RPGs were made on the 19th October, 2010. While the RPGs are primarily intended for planning authority consideration, the following notes (contained within Appendix 4 of the RPGs) in relation to Appropriate Assessment may be of relevance in the preparation of the EIS.

Policy

IP14: Existing harbour, port, slipways, marinas and mooring infrastructure and associated shore facilities need to be sustainably developed incorporating facilities for the production of higher value fish products, aquaculture and tourism. Appropriate and sustainable developments at these locations which support this objective are to be welcomed with the regions ports being integrated with the road networks (Section 5.1.1 applies).

Objective

IO21: Support the sustainable redevelopment and expansion of Galway Harbour which is critical for the continued important role in the growth of the West Region. Galway Harbour is also supported in its role to serve and promote water-based tourism. Facilities/

infrastructure could include a secure berthing area for the marine leisure industry¹. All proposals will be subject to assessment on environmental sustainability, including impacts on the Natura 2000 network through Habitats Directive Assessment, visual, travel and transport impacts. Any proposals should support enhanced integration with the rail and road network.

Section 5.1.1 (of the Regional Planning Guidelines) 'Habitats Directive Assessment'

The Habitats Directive Appropriate Assessment has identified a number of objectives and policies in this Chapter of the Guidelines which, when implemented, have the potential to result in negative impacts on one or more Natura 2000 site and issues may therefore arise under Article 6 of the EU Habitats Directive which will require Appropriate Assessment at 'lower plan' or project level. Where such 'lower plan' or project level Appropriate Assessment concludes significant negative impacts, alternative solutions which comply fully with Article 6 of the EU Habitats Directive may need to be considered. Please also refer to Appendix 4.

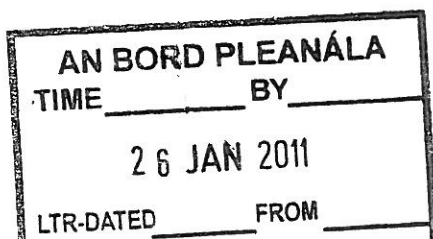
APPENDIX 4: RPG Habitats Directive (Art. 6) Requirements - Additional Notes (for Planning Authorities

Local Authority Habitats Directive Assessments should...:

- Ensure that identified threats are examined holistically and in combination with other threats listed in this table, Appendix Two of this document or otherwise as set out by the National Parks and Wildlife Service (NPWS).
- Where mitigation measures are possible, the amount of land occupied by a development and indirect impacts should be minimal taking account of habitat size, location, season, spatial patterns of habitats and species, etc.
- No effluent discharge that would be liable to have a negative impact on a habitat shall be permitted unless and until it has been concluded either that no negative impact would arise or that any such impacts can be satisfactorily mitigated.

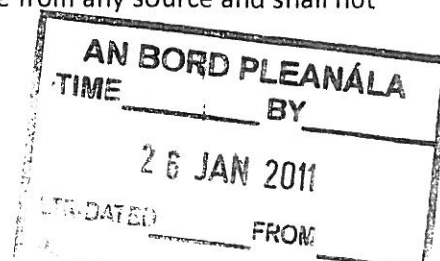
- Major...enterprises developments and specific industrial developments (ex-situ Natura 2000 Sites) may produce effluent which may impact on a Natura 2000 site and this must be examined. Discharges shall be in accordance with discharge regulations in order to achieve the objectives of the River Basin Management Plans. Many of the water systems which are the subject of discharges contain Natura 2000 sites that would be vulnerable to nutrient enrichment. It must be shown that the development will not have an adverse impact on downstream sites unless in rare circumstances where there are 'Imperative Reasons of Overriding National Interest' (IROPI) involved and must be decided by the European Commission.
- In addition to the impact from wastewater, industrial and enterprise developments and tourism developments may have other negative implications for Natura 2000 sites. These implications may be related to the physical destruction of a habitat, air pollution from traffic, noise and other general activities and light pollution. No industrial or

¹ For example Cruise liner visits to Galway; national and international events, such as the Tall Ships, the Volvo Ocean Race and the World Speed Boat Championships.



enterprise policies or objectives shall be adopted or development permitted unless it can be demonstrated through the carrying out of the Habitats Directive Assessment process that the development will not impact negatively on a Natura 2000 site or that where such an impact is likely it can be mitigated satisfactorily.

- Where Natura 2000 sites are not impacted on, any development of enterprise, industry and tourism development will be contingent on the effluent arising from it being such that it will not impact on any waste-water treatment system whether private or public, that will prevent that system discharging a final effluent that meets the requirements of discharge regulation in order to achieve the objectives of the River Basin Management Plans nor should any development of this nature impact negatively on the natural environment unless demonstrated that appropriate mitigation measures can address the impacts.
- Major commercial development may require the provision of waste-water facilities. The major centres identified for commercial growth have or will require waste-water treatment systems that discharge to river systems. Many of these systems contain Natura 2000 Sites that would be vulnerable to inadequately treated waste-water discharges. Therefore, policies for the development of commercial activities in such areas must be contingent on, and be stated to be contingent on, the provision of waste-water treatment systems with a capacity to produce waste water discharges of a standard that will not impact negatively on downstream Natura 2000 Sites. Where a development cannot be shown not to have a negative impact even with mitigation measures being adopted, then the development cannot be permitted except in the very rare instances of IROPI.
- In addition to the impact from waste-water, commercial developments may have other negative implications on Natura 2000 sites. These implications may be related to the physical destruction of a habitat, the impact of air emissions, the impact of traffic, noise and other general activities and light pollution. No commercial policy shall be adopted or development permitted in or in proximity to a Natura 2000 site unless it can be demonstrated through the carrying out of the HDA process that the development will not impact negatively on a Natura 2000 site or that where such an impact is likely it can be mitigated satisfactorily.
- Where Natura 2000 sites are not impacted on, any commercial development will be contingent on effluent arising from it being such that it will not impact on any waste-water treatment system whether private or public, that will prevent that system discharging a final effluent that meets the requirements of the appropriate River Basin District Management Plan.
- In considering all transport and other infrastructure proposals, regard must be had to the requirements of the Habitats Directive including the carrying out of an assessment of the implications for any Natura 2000 site that might be at risk from the proposed development.
- The European Union Water Framework Directive imposes significant requirements for the protection of water bodies. Local authorities will be required to continue to co-ordinate activities to achieve objectives through the River Basin Management Plans for the Shannon and Western River Basin Districts.
- In considering the impact of any proposed policy or project that is liable to give rise to a waste-water treatment demand, the Planning Authority shall consider the likely cumulative impact of such demands that are liable to arise from any source and shall not



adopt any policy or permit any development that would result in the capacity of the area's waste water treatment system to be exceeded by the cumulative demands of successive developments.

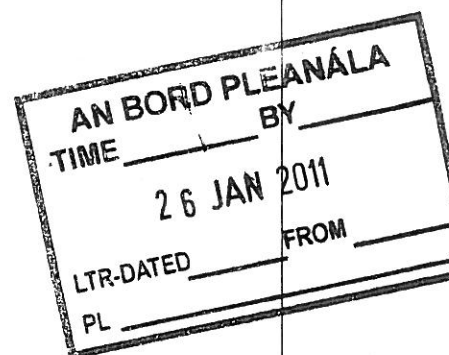
- In considering the impact of any proposed policy or project that is liable to give rise to impacts on a Natura 2000 site, the Planning Authority shall consider the likely cumulative effect of such impacts that are liable to arise from any source and shall not adopt any policy or permit any development that would result in the deterioration of the site's habitat status either by itself or cumulatively with other developments or activities.

Note: IROPI – Under the Habitats Directive the only justification for damaging a qualifying 'priority' sites are considerations relating to human health and public safety, to beneficial consequences of primary importance of the environment, or further to an opinion from the European Commission on '**imperative reasons of over-riding public interest**' (IROPI). However IROPI can only be permitted after an assessment is made in line with Habitats Directive Article 6 procedures and where there are no other alternatives and an agreement has been reached with the European Commission.

The Appropriate Assessment Screening for the Regional Planning Guidelines identified the following Annex I habitats and Annex II species in the vicinity of Galway City.

Special Area of Conservation Site No: 000268 Galway Bay Complex

Site code	Site name	Annex I habitats	Annex II species
000268	Galway Bay Complex	Mudflats and sandflats (1140) *Coastal lagoons (1150) Large shallow inlets and bays (1160) Reefs (1170) Perennial vegetation of stony banks (1220) <i>Salicornia</i> mud (1310) Atlantic salt meadows (1330) Mediterranean salt meadows (1410) *Turloughs (3180) <i>Juniperus communis</i> formations (5130) Semi-natural dry grasslands and scrubland facies (6210) *Calcareous fens with <i>Cladium mariscus</i> (7210) Alkaline fens (7230)	Otter (1355) Common seal (1365)



Special Area of Conservation Site No: 000297 Lough Corrib

Site code	Site name	Annex I habitats	Annex II species
000297	Lough Corrib	Oligotrophic waters (3110) Hard oligo-mesotrophic waters (3140) Floating river vegetation (3260) Semi-natural dry grasslands and scrubland facies (6210) Molinia meadows (6410)	Freshwater pearl-mussel (1029) White-clawed crayfish (1092) Sea lamprey (1095) Brook lamprey (1096)

		*Active raised bogs (7110) Degraded raised bogs (7120) Rhynchosporion depressions (7150) *Calcareous fens with <i>Cladium mariscus</i> (7210) *Petrifying springs with tufa formation (7220) Alkaline fens (7230) *Limestone pavements (8240) Old sessile oak woods (91A0) *Bog woodland (91D0)	Atlantic salmon (1106) Lesser horseshoe bat (1303) Otter (1355) Shining sickle moss (1393) Slender Naiad (1833)
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Special Protection Area Site No: 004031 Inner Galway Bay

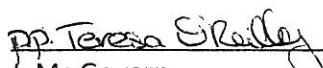
Site Code	Site Name	Regularly Occurring Annex I Species	Other Features of Special Conservation Interest
004031	Inner Galway Bay (Co Galway, Co Clare)	Breeding: <ul style="list-style-type: none"> Sandwich Tern; Common Tern. Non-breeding: <ul style="list-style-type: none"> Red-throated Diver; Black-throated Diver; Great Northern Diver; Golden Plover; Bar-tailed Godwit. 	<ul style="list-style-type: none"> Wetland of international importance to wintering waterbirds.

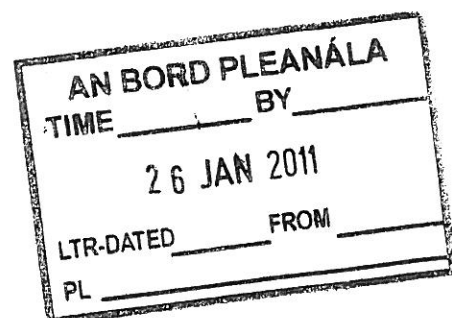
Special Protection Area Site No: 004042 Lough Corrib

Site Code	Site Name	Regularly Occurring Annex I Species	Other Features of Special Conservation Interest
004042	Lough Corrib (Co Galway, Co Mayo)	Breeding: <ul style="list-style-type: none"> Sandwich Tern; Common Tern. Non-breeding: <ul style="list-style-type: none"> Whooper Swan; Greenland White-fronted Goose; Golden Plover. 	<ul style="list-style-type: none"> Wetland of international importance to wintering waterbirds; Breeding seabirds (inland: gulls and terns); Breeding waterbirds (Common Scoter).

If you have any queries in relation to the above comments, please contact the West Regional Authority Office.

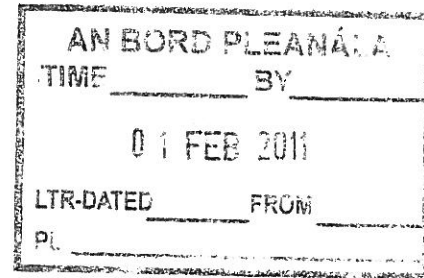
Is Mise le Meas


 J. Mc Govern
 Director



28th January 2011.

Mr. Kieran Doherty,
Executive Officer,
64 Marlborough St.,
Dublin 1.



Dear **Mr. Doherty,**

REF:61.PS0004: EIS SCOPING-PROPOSED HARBOUR EXTENSION AT GALWAY HARBOUR GALWAY.

I refer to letter dated 23rd December 2010 concerning information to be contained in the EIS to be prepared in respect of the above development. The key issues relate to (a) the impact during the construction phase such as the impact of excavations, blasting, release of sediments/ hydrogen sulphide into the water column which has the potential to adversely impact on migratory and resident fish populations. (b) potential impact on increased fish predation by harbour seals, predatory birds arising from the new and more elongated configuration of the mouth of the River Corrib. (c) Implications of encroachment into the zone at the mouth of the River Corrib that is an integral part of the Galway Fishery, a several fishery.

In this regard, a study on salmon smolt migration was undertaken last year in the context of consultations with the applicant and the results are awaited with interest. There were concerns that due to the altered and more elongated configuration of the proposed structures at the mouth of the River Corrib that increased fish predation may become an issue. Also as the River Corrib is an index river for the European eel, scientific studies are either ongoing or are planned in relation to eel migration and ascending elvers. Any recommendations emanating from these studies or from Inland Fisheries Ireland should be discussed and agreed prior to finalisation of the EIS for submission to Bord Pleanala.

As the planned development encroaches into the zone which is legally an integral part of the Galway Fishery, the EIS should address the legal implications arising and in particular whether the application for planning approval and for a foreshore licence for this zone at the mouth of the River Corrib will impact the legal status quo, or affect the title of the fishery. Encroachment arising from reclamation of the sea associated with existing development has already resulted in the narrowing of the channel between Nimmo's Pier and the newly created slipway on the opposite side and there are obvious risks in continuing to encroach into the river channel rather than seawards. In accordance with the Fisheries Consolidation Act, 1959, "the mouth of a river shall be construed as a references to the mouth of that river as defined by an order under section 10 of the Fisheries Consolidation Act, 1959". The existing river mouth boundaries as defined by law should be delineated and an examination of any implications arising should be undertaken.

The EIS should assess the implications of the project in the context of the key WFD metrics, that is (a) Ecological Status, (b) General components (c) Relevant Pollutants (d) Hydromorphological elements and (e) Chemical Status. In particular, the implications of the project in terms of the Water Framework Directive hydromorphological quality elements should be assessed.

It should be noted that as inner Galway Bay is a transitional water surveillance site for the purposes of the Water Framework Directive, the draft fish ecological status was assessed as "Good" for this site by I.F.I Scientists in 2009.

However, the Western River Basin Management Plan cites particular issues associated with the chemical status of the Corrib Estuary as it is just one of two sites within the WRBD region where the surface water chemical status has failed to meet the standard for priority and priority hazardous substances. See map 3.2 of WRBD Management Plan, 2010.

As the zone of impact forms part of the migratory pathway for atlantic salmon, eels and sea lamprey, the EIS should not only examine the potential impact of this project but should also examine the cumulative impact coupled with existing projects such as the existing causeway to Mutton Island. As the salinity regime may change, the degree to which salmon smolts exit the inner bay may change and a mechanism for the management of any consequences arising should be agreed. Also the EIS should consider the potential for increased numbers of ascending salmon being attracted into L Atalia rather than the River Corrib.

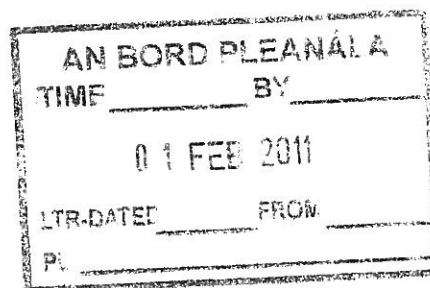
It is acknowledged that to date, consultation and awareness issues have been well managed by the Harbour Company and project consultants. It is also acknowledged that the change in the berthage arrangements from that previously proposed means that commercial port activities will now be relocated eastwards of the proposed harbour structure and more remote than heretofore from the main fish migratory channel. However because commercial port operations will be relocated from the existing enclosed harbour area to a more exposed site at the mouth of the River Corrib, there will be an increased risk to migratory fish arising from normal port operations. Therefore, the extent and nature of mitigation measures proposed will be of the utmost importance. In this regard, the preparation of an oil spill response plan that can be implemented speedily should be agreed as a key measure.

The EIS should provide a mechanism, possibly in the context of an environmental management plan for ongoing consultations between Inland Fisheries Ireland and Galway Harbour Company.

Please find an annex attached that lists the issues that have already been discussed with the project consultants.

Yours sincerely,

Amanda Mooney,
Director.



APPENDIX 1 – List of issues for consideration/further studies/agreement.

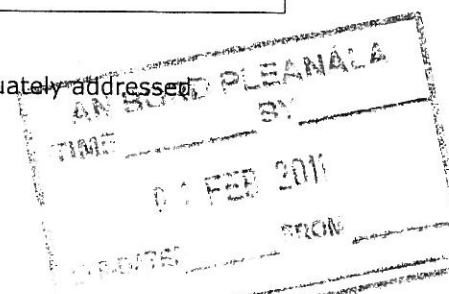
No.	Project	Scope	Comment
	Bank migratory pathway assessment.	To define the existing migratory pathway and residence time for salmon smolts within the zone to be affected by the development.	IFI/MI will provide details of number of smolts migrating downriver daily.
		Demonstrate that the new structure will not affect downstream eel migration either as a result of increased velocity of water, increased predation by birds.	Facilitate timing of eel entry to mouth of R. Corrib. residence time and eel counting study due to commence in 2010 in context of WRBD Eel Management Plan.
3.	Monitoring and protection of salmon and eels	Identify suitable mooring/storage/ slipway for WRFB 6.5 meter semi rigid inflatable boat for seagoing patrols to protect migratory fish.	To assist with regard to monitoring and sea going patrols.
4.	Spreadsheet identifying the sensitive periods for fish migration.	Prioritise protection of Salmon smolts and Elvers but also have regard to needs of sea lamprey and other species as necessary. ¹	Early life stages most sensitive. Specify mitigation measures/consultation arrangements.
5.	Explosives/Silt mitigation measures	Scale of blasting required – rock v soft sediment – issues in relation to release of sediments/hydrogen sulphide and possible impact on fish.	Timing/ Silt curtains/use of silt removal ponds. Mitigating effects of hydrogen sulfide impacts on fish.
6.	Predation.	Document number of harbour seals and prepare plan to minimize increased predation rates arising from the new structures. Assess possibility for increased numbers of salmon entering L. Atalia rather than R. Corrib.	Review existing arrangements and suggest monitoring/ assessment and possible actions. Assess water volumes entering and discharging from Lough Atalia for comparison with R. Corrib on one typical tidal cycle in April.
7.	Environmental Management Plan	Devise or modify existing plan to include migratory fish issues/fishery liaison.	Provide for liaison/notification of spillages.
8.	Old stone markers at Galway Harbour Enterprise Park and Mutton Island.	Encroachment into Galway Fishery /title issues. Inscription relating to Galway Fishery Limits – Embedded stone marker disappeared at Enterprise Park possibly during development process.	Review legal position and implications Replace
9.	Maps	Provide relevant maps in paper and electronic format compatible with WRFB GIS system.	Arcview 9.3 compatible format

----- Study required.

----- Fisheries studies planned for 2010.

----- Need to see draft of EIS in order to see if these issue are adequately addressed.

¹ Conservation of Eel Fishing (Annual Close Season) Bye –Law No. C.S. 297, 2008.



14th January, 2011

Mr. Kieran Doherty
An Bord Pleanála
64 Marlborough Street
Dublin 1

Your Ref: 61.PS0004

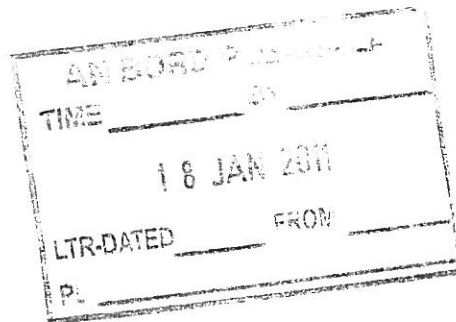
Re: Proposed Harbour Extension at Galway Harbour, Galway

Dear Mr. Doherty,

I wish to acknowledge the receipt of your recent correspondence with this Department concerning the above proposal. The proposal is now being appraised. I will be in contact with you again when this process has been completed.

Yours sincerely,

Joan Stone
Joan Stone
Environment Section





ÚDARÁS EITLÍOCHTA NA HÉIREANN
IRISH AVIATION AUTHORITY

FOIRGNEAMH na hAMANNÁ, 11-12 SRÁID D'OLIER
 BAILE ÁTHA CLIATH 2, ÉIRE

THE TIMES BUILDING, 11-12 D'OLIER STREET
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10 January 2010

Mr. Kieran Doherty, Executive Officer
 An Bord Pleanála
 64 Marlborough Street
 Dublin 1

Re: Proposed Harbour Extension at Galway Harbour, Galway

Dear Mr. Doherty

I refer to your query of 23 December 2010 to the Irish Aviation Authority concerning the above proposed harbour extension.

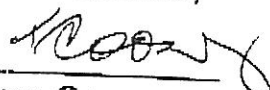
I wish to advise that we have no observations on this proposal.

Note: I would be grateful if the Board would note our full postal address for planning correspondence, as follows:

Irish Aviation Authority
 The Times Building
 Corporate Affairs, Fourth Floor
 11-12 D'Olier Street,
 Dublin 2

Our email address remains the same: planning@iaa.ie

Yours sincerely


 Tom Cooney
 Corporate Affairs

