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The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

10th March 2014

**Re: An Bord Pleanála Reference PA0033; Applicant; Galway Harbour Company – Galway Harbour Extension – Direct Application to An Bord Pleanála in respect of a Strategic Infrastructure Development**

We refer to the above application and wish to advise that on behalf of Bus Éireann, we would like to make the following observations;

1. Bus Éireann are fully supportive of the proposed development of an extension to Galway Harbour particularly in relation to the Economic and Tourism benefits that such a development will generate for Galway City and the entire Western region.

2. Construction Programmes and Traffic management - Access to the bus depot/park, (noted as the CIE Bus Park on drawing no. 2139-2112 A) has only one access road and therefore no option of diverting traffic during the entire construction phase. A 24/7 unhindered and non-signal controlled access route between the bus depot/ park and the bus station adjacent to Galway Céannt Station will need to maintained at all stages of construction. A Road Safety Audit by independent assessors for each construction stage of the project should be forwarded to Bus Éireann as soon as this is available, comments and input and should be requested from Bus Éireann.

3. The applicant has acknowledged in the Planning Application form "that part of the Application site is located on the Galway Harbour Enterprise Park, which was developed on lands partly reclaimed from the Foreshore over a period from 1995 to 2004 and is now not subject to flooding". See response to question 8.1 of the Planning Application form. The proposed access road to the bus depot / park is lower than the existing ground level, the site is made up ground, peat being the largest composition. Refer to drawing no 2139-2112-A. The lowered ground section below the new rail line spur into the proposed harbour will need to be pumped to prevent flooding of this park and subsequent flooding of the access road. As Bus Eireann buses are parked overnight in the depot (noted as the CIE Bus Park on drawing no. 2139-2112 A), the potential damaging consequences of this road being flooded will be the cancellation of all Bus Éireann services until flooding subsides. The proposed road levels as indicated on drawing no 2139-2167-A indicate a finished road level of 2.5m, this is shown to be 1m below the finished road level within the existing Bus Park / depot and is shown to be 1.8m below existing finished road level which is shown as 4.3m on the drawings. There is no proposed drainage indicated to the reduced ground levels save for road drainage, see drawing number 2139-2214-A

4. It may be beneficial to improve the rear access road into Ianród Éireann's rail freight yard, accessed via the Lough Atalia Road approximately 150m South West of the Lough Atalia Bridge for bus access and storage, see appendix A, this is presently be used for buses to access and park overnight in the freight yard, this could be developed to allow Bus Éireann buses drive through the

Stiúrthóirí Directors – Mr Paul Mallee (Cathaoirleach Chairman), Mr John Moloney, Mr Bill McCamley, Mr Micheál O Faoláin, Mr Henry Minogue, Mr Kieran Fay, Mr Gerard Ryan, Mr Aidan Murphy
Is cuideachta theoranta í seo atá cláraithe in Éirinn ag An Chloch Leathan, Baile Átha Cliath 7. Uimh.: 119570 Uimh. CBL.: 4812850M
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car park to the rear of Céannt Train Station and onto Eyre Square south. If this access route was used for the duration of the construction phase it would relieve traffic pressure during the docks road and rail spur construction. This will obviate the necessity for Bus Éireann buses to undertake the proposed diversions during the construction phase as outlined in drawing no. 2139-2179 A, see appendix A for photograph of freight access. This would significantly reduce the impact on Bus Éireann public service timetables. We would request that the traffic management plans reflect and incorporate our proposals to allow access though this freight yard and access onto Eyre Square south.

5. The construction programme has a 48 month initial period for dredging and clearance. There would be a concern regarding the increased volumes of traffic this will generate. Additional traffic control measures are likely to be required. A Road Safety Audit as mentioned in 2 above will clarify this. We would appreciate if Bus Éireann be kept fully informed of traffic issues during the entire construction phase.

We recommend that the above points are addressed by Galway Harbour Company.

Yours faithfully

**Brian Connolly**

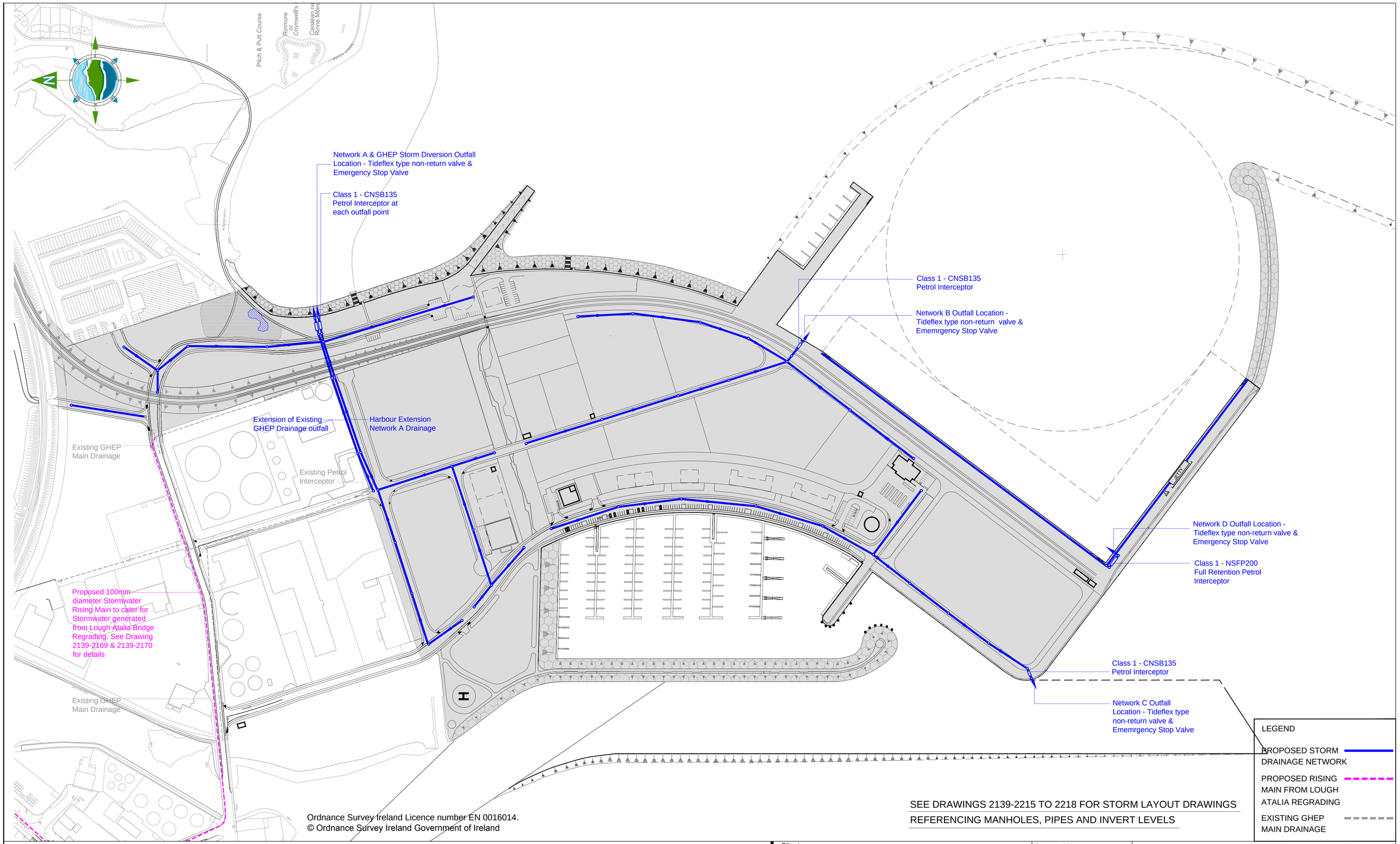
**Regional Manager (West)**

**Bus Éireann**

**Galway**

## Appendix A

**Existing Ianród Éireann rail freight depot and access gate on to the Lough Atalia Road (Lough Atalia Bridge in background)**




SEE DRAWINGS 2139-2215 TO 2218 FOR STORM LAYOUT DRAWINGS REFERENCING MANHOLES, PIPES AND INVERT LEVELS

N O T E S :

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5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD

| Rev | Date | Description | By | Chkd. |
|---|---|---|---|---|
| A | JAN 2014 | FIRST ISSUE | JOM | JPK |

Client: GALWAY HARBOUR COMPANY

Project: GALWAY HARBOUR EXTENSION

Title: STORM DRAINAGE LAYOUT PLAN

Prepared by: JOM

Checked: BH

Date: JAN 2014

Project Director: J.P. KELLY

Drawing Status: Planning & EIS

Scale @ A1: 1/2000 A3 1/4000

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Drawing No.: 2139-2214

Revision: A

FIRE ACCESS TO THE DEVELOPMENT
AND FIRE ESCAPE FROM THE DEVELOPMENT

LOUGH ATALIA

EXISTING HARBOUR ENTERPRISE PARK

ROAD TO BE REALIGNED/
LOWERED
SEE DRG 2139-2166

RAILWAY EMBANKMENT
SEE DRG 2139-2183

REVISED ENTRANCE TO
CIE BUS PARK

CIE BUS PARK

ACCESS PATH
TO RENMORE BEACH

RENMORE BEACH

WIDE ACCESS STEPS TO WATER
SEE DRG NO. 2139-2163

G.H.E.P. ROAD

MCGRATHS

TOPAZ OIL TERMINAL

COLD CHON

Control
Building
No 1

Existing ESB
/ Control
Building to
be removed

RYNN ENGINEERING

COLDCHON

OCEAN SPORTS CENTRE

MARINA PROMENADE ROAD

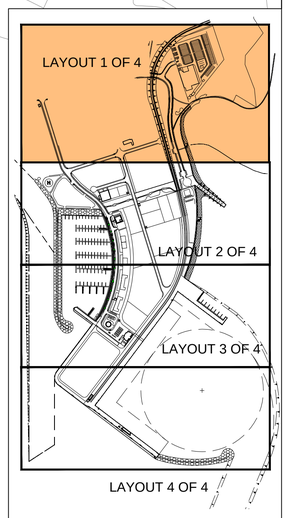
HARBOUR ROAD

HARBOUR YARD ROAD

OIL TERMINAL ACCESS ROAD

RENMORE PROMENADE ROAD

R10m
R15m
Ex2m
7.3m
2m
4m
3.50
2.50
4.93
4.30
4.50
Ex.4.50
4.70
4.90
LWM
HWM
Mhs




KEY PLAN

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6. LEVELS SHOWN IN BRACKETS ARE CHART DATUM ( -3.5 C.D.)

LEGEND

4.70 PROPOSED LEVEL mOD MALIN HEAD

| Rev | Date | Description | By | Chkd. |
|---|---|---|---|---|
| A | JAN 2014 | FIRST ISSUE | DW | JPK |

Client: GALWAY HARBOUR COMPANY

Project: GALWAY HARBOUR EXTENSION

Title: DETAILS OF SITE LAYOUT SHEET 1 0F 4

Prepared by: DW
Checked: BH
Date: JAN 2014
Project Director: J.P. KELLY
Drawing Status: Planning & EIS
Scale @ A1: 1/1000 A3 1/2000

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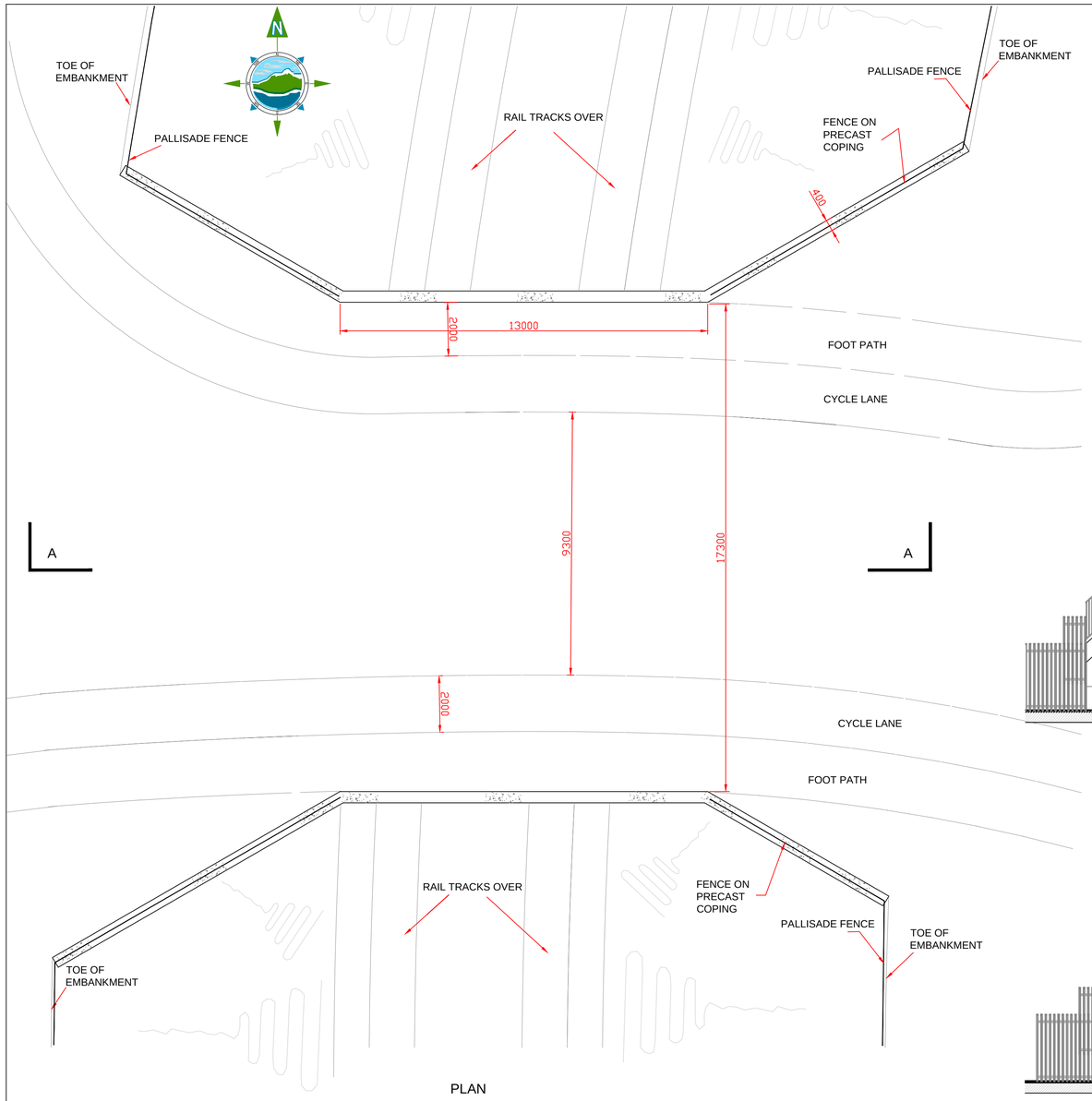
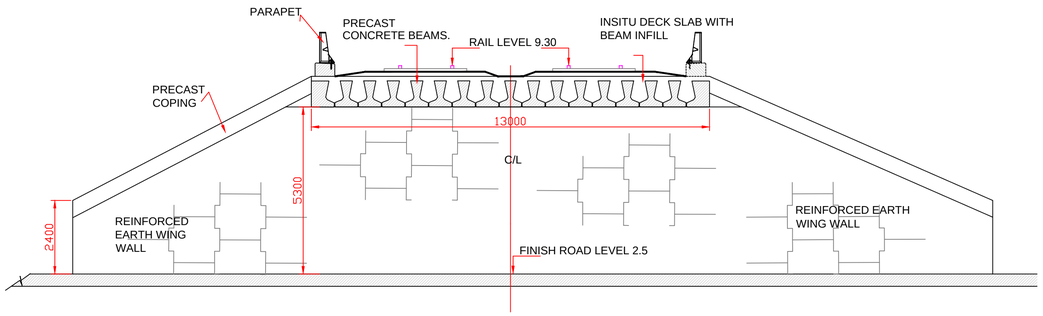
Drawing No.: 2139-2122

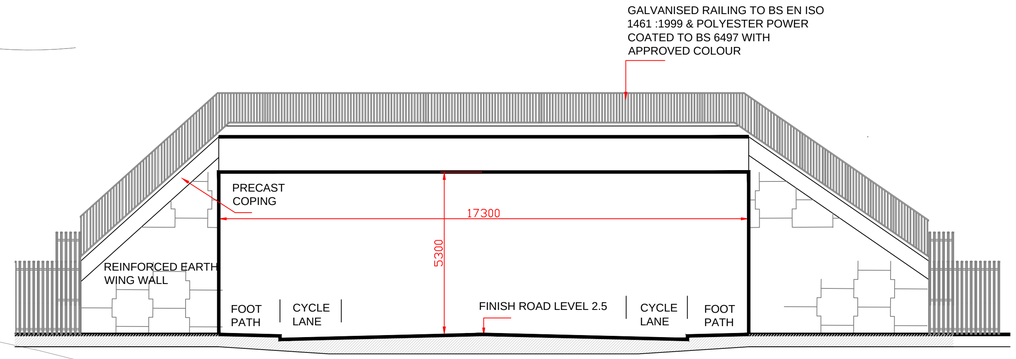
Revision: A



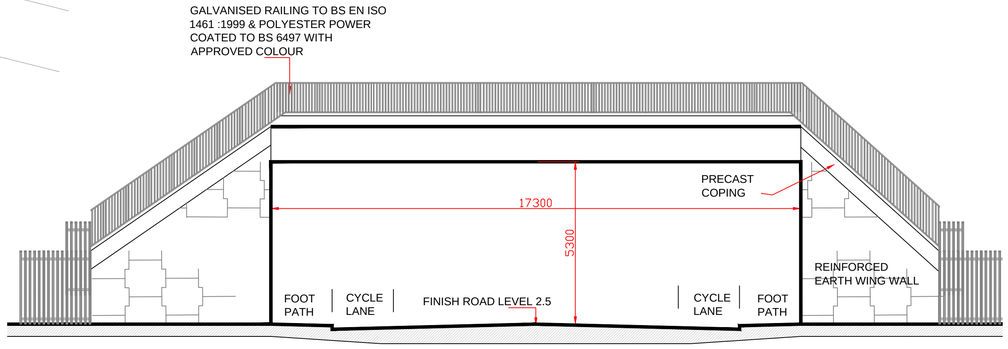

PLAN




SECTION A-A




WEST ELEVATION




EAST ELEVATION

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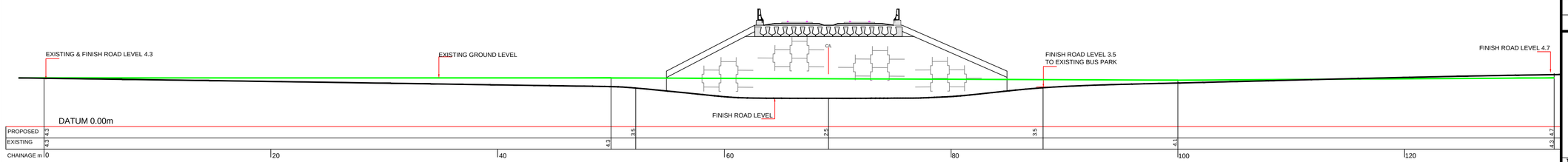


LONGITUDINAL SECTION SCALE @A1 1/200 @A3 1/400

| Rev | Date | Description | By | Chkd. |
|---|---|---|---|---|
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| | | | | |
| A | JAN 2014 | FIRST ISSUE | DW | JPK |

Client:

GALWAY HARBOUR COMPANY

Project:

GALWAY HARBOUR EXTENSION

Title:

ENTERPRISE PARK
BRIDGE CROSSING
PLAN,ELEVATIONS & SECTIONS

Scale @ A1: 1/100 A3 1/200

| Prepared by: | Checked: | Date: |
|---|---|---|
| DW | BH | JAN 2014 |

Project Director: J.P. KELLY

Drawing Status: Planning & EIS

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Drawing No.: 2139-2167

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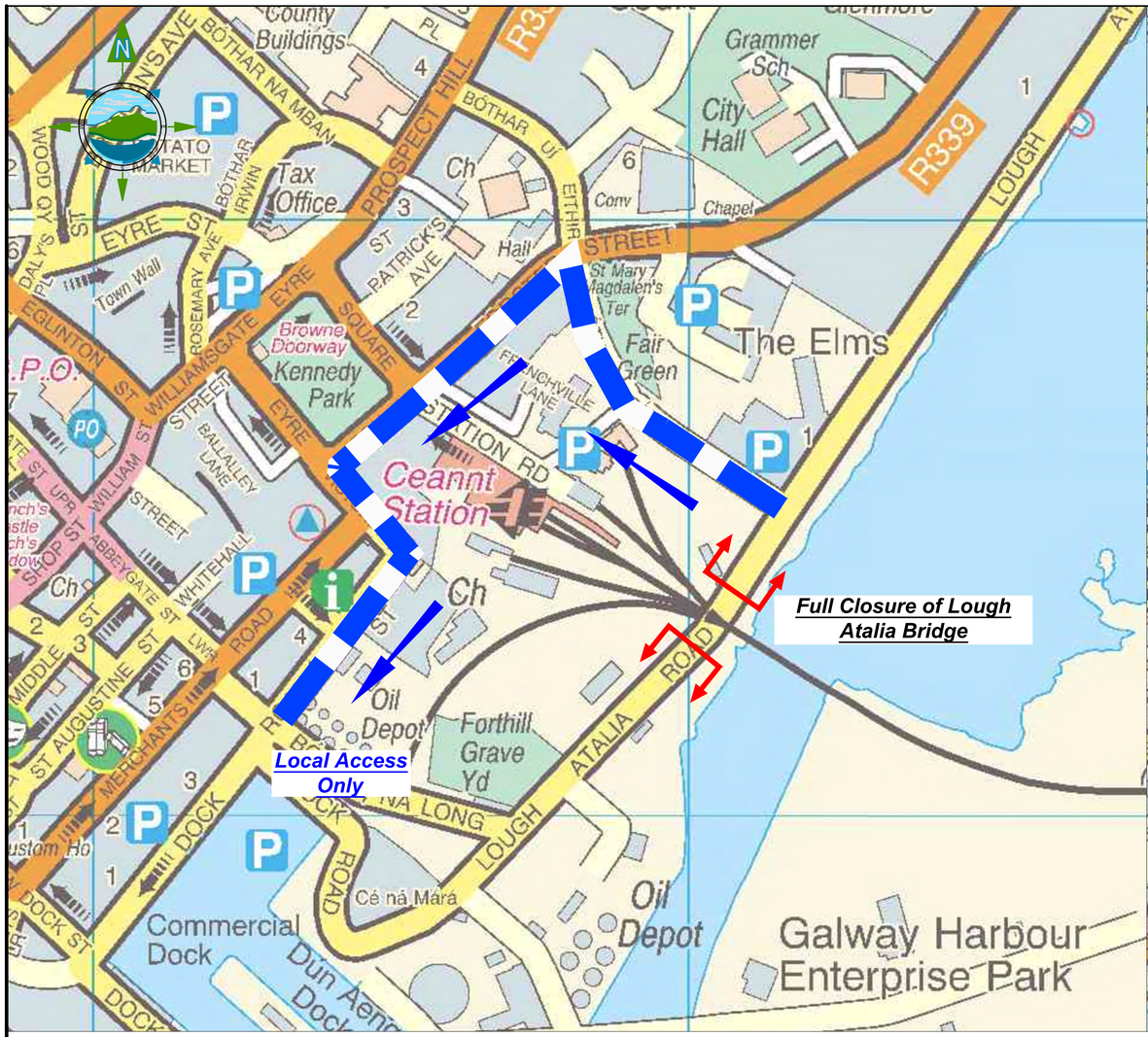


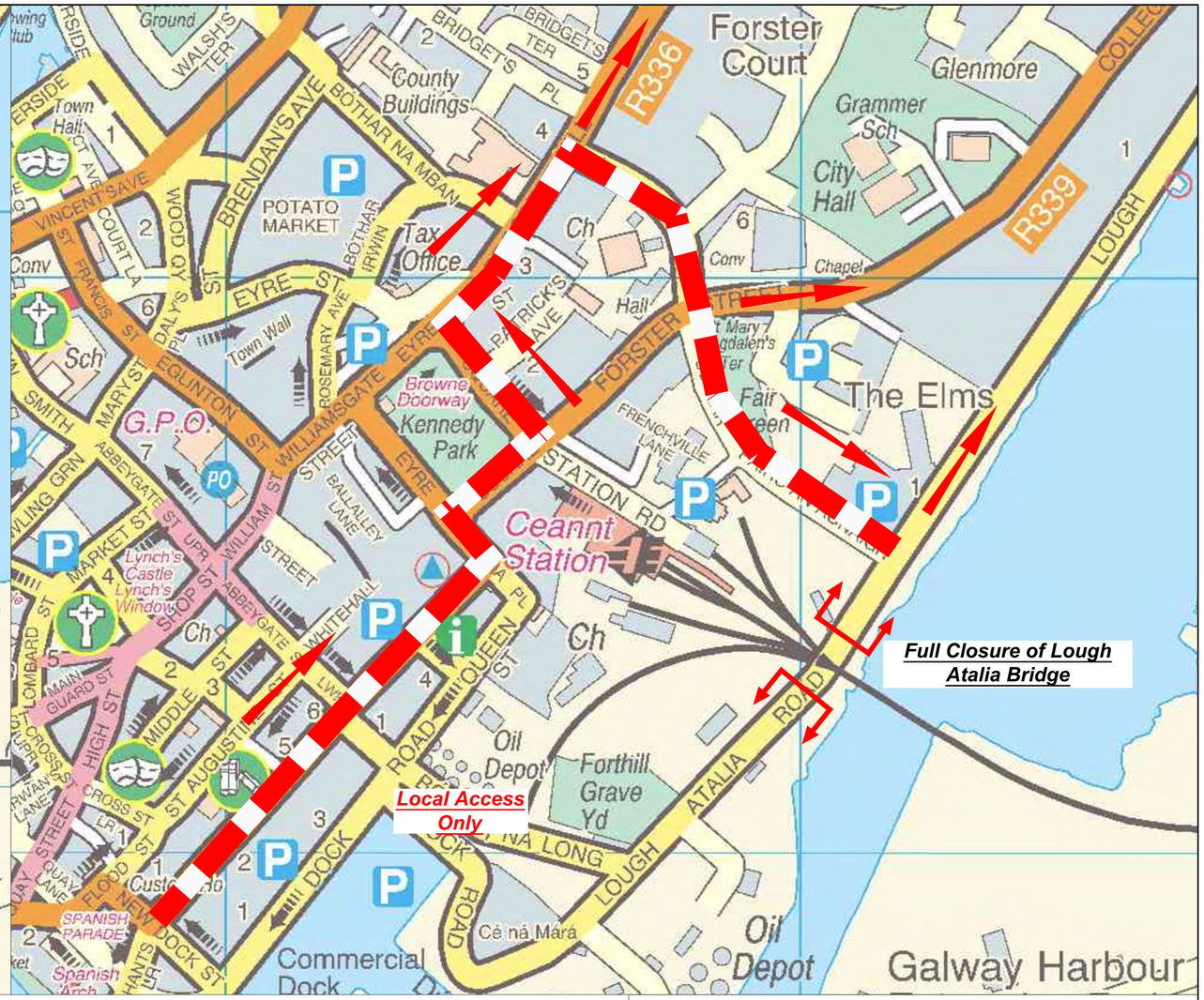


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Key

Proposed Inbound Diversion Route

Proposed Outbound Diversion Route

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| Rev | Date | Description | By | Chkd. |
|---|---|---|---|---|
| A | JAN 2014 | FIRST ISSUE | GR | TC |

Client: Galway Harbour Company

Project: Galway Harbour Extension

Title: Lough Atalia Road Bridge Closure Diversion Route

Prepared by: GR

Checked: TC

Date: JAN 2014

Project Director: J.P. Kelly

Drawing Status: Planning & EIS

Scale @ A3: NTS A1: NTS

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