

# CLADONIAN MARINERS COMMUNITY BOAT CLUB

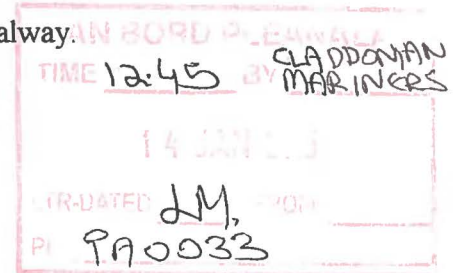
Claddagh Quay, Galway.

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Secretary: Martin Carrick, 2 Dominicks Road, Claddagh, Galway.

Mobile phone: 0861719389.

E mail: martin\_thomas\_carrick@hotmail.com



The Cladonian Mariners Community Boat Club has approximately 30 members and includes the majority of boat owners in the Claddagh area.

We Are ~~is~~ a non-competitive organisation and includes people with disabilities, the elderly, former dockers and members of the Irish navy, active commercial fishermen, leisure sailors and anglers.

Many members have a lifelong association with the Claddagh, its waters and adjacent areas. Their recommendations are based on direct and accurate observations of sea level, tidal movements, water current patterns, wind patterns and conditions. They have a good overall oceanographic comprehension of local climatic patterns.

The Cladonian Mariners Community Boat Club would like to object, in the strongest terms, to the proposed breakwater, for the following reasons-

From the period December 2013 to the present, rising sea levels have become a very familiar reality to the residents of the Claddagh and its environs. Rising flood levels have been experienced as never before and this has been the cause of great concern amongst residents. Boatmen and experienced water users, have observed that, since part of the north western dock area (40 acres) was reclaimed and the causeway to Mutton Island was completed, changes have taken place in the oceanography of this waterbody. This has resulted in more vigorous water movements being observed in the upper bay, north west of Mutton Island.

The recent flooding of lands in the Claddagh area largely coincided with a combination of strong westerly winds with high Spring tides. Thankfully, for our members and indeed the wider community of Galway itself, the wind did not turn southerly. Observations at low tide have also shown that less shore is exposed during these periods, indicating a general rise in sea levels in recent years.

2015 - 29 tides of 1 RFT +  
2009 - 3 tides of 1 RFT +  
Tables compiled by the  
National Oceanography Centre  
National ~~Research~~ millimant Research...

There is international concurrence that the longer term trend globally is in rising sea levels.

This is well documented in mainstream scientific literature and in numerous internet articles.

The proposed harbour extension is essentially a 23.89ha infill in the upper bay and it is predicted that this intrusion will further aggravate the current problems of flooding. This especially applies to the height and length of the proposed breakwater.

The area immediately west of the proposed development will be a narrower and deeper channel with consequent increase in water flows. This will have a significant adverse effect in the operation and safety of a variety of small sea craft utilising or working in the area.

The Main EIS (Part 2 of 2: Vol 2B, Ch 8, pp. 160-164) describes the flood risk assessment study. The accompanying diagrams show the *Telemac* (hydrodynamic modelling system) series of the position prior to building of the causeway to Mutton Island, the position following causeway construction and the projected position following completion of the proposed development. According to this model there is little, if any, difference between all three situations. This is difficult to accept considering observations made on the ground.

During periods of southerly winds water will be forced northwards against the southerly flow from the River Corrib. It is predicted that there will be insufficient facility in the catchment area to expel this excess with consequent flooding of adjacent lands, (see aerial photograph: final page).

These predicted occurrences are best described as *events* and as such would not have been included in the base data input for the hydrodynamic modelling assessment programme described in the proposal. It is recommended that observations by local personnel should be regarded as *significant parameters* and thus included in the data on which the hydrodynamic predictions are based.

*Trends* in changes in the behaviour of the water mass, over a period of time, must be considered when assessing the overall oceanography.

It is anticipated that the conditions laid down to protect the area as an SAC will be subject to an attempt to avail of the *Imperative Reasons of Overriding Public Interest (IROPI)/Derogation*. This provision exists under Article 6 of the Habitats Directive. The protection instrument for SACs is Appropriate Assessment which contains the above provision. This stage only occurs if it has been established that no less damaging alternative solution can be found and it is of imperative reasons of *overriding public interest* that the plan or project be carried out.

We would urge An Bord Pleanála that overriding public interest, in this case, is with the residents of the Claddagh and adjacent areas from which the Claddagh Mariners Community Boat Club draws the overwhelming majority of its membership.

Therefore, we recommend that Planning Permission for this project be denied.



**GALWAY HARBOUR EXTENSION**

**Predicted counter waterflow**