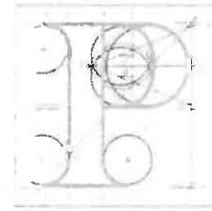


**Our Case Number:** PA0033



An  
Bord  
Pleanála

Derrick Hambleton  
26 Manor Avenue  
Kingstown  
Co. Galway  
H91 C98X

**Date:** 30 May 2025

**Re:** Galway Harbour Extension  
Renmore and Townparks Townlands, Galway

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Lauren Griffin  
Executive Officer  
Direct Line: 01-8737244

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Baile Átha Cliath 1  
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64 Marlborough Street  
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**From:** Derrick Hambleton <[derrickhambleton59@gmail.com](mailto:derrickhambleton59@gmail.com)>  
**Sent:** Tuesday, May 27, 2025 3:36 PM  
**To:** Bord <[bord@pleanala.ie](mailto:bord@pleanala.ie)>  
**Subject:** Galway Harbour Extension PI Ref PA0033

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

26 Manor Avenue  
Kingston  
Galway  
H91 C98X

**An Bord Pleanála**  
**64 Marlborough Street**  
**Dublin 1**  
**D01 V902.**

27<sup>th</sup> May 2025

**Re: 61. PA0033 - Galway Harbour Extension – Renmore and Townparks Townlands, Galway.**

**Dear Sir/Madam,**

Many thanks for inviting my further comment on the submissions made by Tobin Consulting Engineers on behalf of Galway Harbour Company, dated 22<sup>nd</sup> April 2025.

An Taisce has itself submitted that the proposed areas for Compensatory Measures should already be conserved in accordance with best practice for Special Areas of Conservation, and therefore not need Compensatory Measures to ensure their conservation.

An Taisce also submitted that both areas, for which Compensatory Measures are proposed by the Applicant, are already located within the Galway Bay Complex SAC 000268. See maps below. Therefore, no additional land is being added, in compensation to the lands being lost, to the Galway Bay Complex SAC 000268.

17.790 ha of the Intertidal habitat at Mweeloon.

0.844 ha of the stony bank at Tawin West.

**I agree with my colleagues in An Taisce making these comments!**

**My own observations about issues that have changed, or moved on since this applications first submission in 2014:**

As someone who has lived in Galway for almost fifty years, with an interest in local marine history, I have been aware of the number of past historic attempts to create a Deepwater port in Galway, but which for numerous reasons have not proceeded! This attempt is not in reality about creating a port that is needed, but is about future private property development 'Housing and Hotel developments' on the existing port lands. That there are a number of other west coast ports that are much further ahead in their preparedness to handle the marine business opportunities presented in today's economy! Therefore, Galway Harbour Company's proposed development, if built would likely become a White Elephant that is uneconomic, would be loss making and in my opinion, should not be sanctioned.

**Traffic Inhibitors:**

Galways infrastructure would still be an inhibiting factor as the proposed port extension, if allowed would still be situated at the heart of a city, is not downstream, or outside a city, like so many other ports that have been successfully relocated!

I have constantly advised that Shannon Foynes Port will have a connection to the mainline rail network in 2026. There is no rail connection to this port mentioned in Irish Rails current plans. Though in 2015 I welcomed the additional Ceannt Station passenger platforms rail service expansion, and still do.

Any increase in use the Port of Galway for the import and export of goods would mean that an increased number of HGV's would still need to come into the centre of the most traffic congested city in Ireland, through residential areas to access the port. The provision of a rail freight hub at Athenry or at Oranmore, beside Irish Metal's depot in Oranmore, would be capable of transferring metal scrap directly to Foynes or Waterford, would mean there will be no need for HGV's to access Galway Port to export or import goods. There will be access for rail freight to and from several other ports in Ireland into Galway, via the proposed freight hub at Athenry.

Irish Rail have recently ordered a large number of new freight wagons, to be able to handle an expected increase in rail freight business.

**Hydrogen Hub:**

It has been announced that one of the main promoters of hydrogen use, has withdrawn from Galway Port, plans which are no longer mentioned. "SSE Renewable's has confirmed that it has withdrawn from a consortium to build a hydrogen gas hub in the Port of Galway".

While the similar withdrawal of applicants to develop offshore wind at Sceirde Rocks has made Galway port less, not more likely to benefit from offshore wind developments given that Ros an Mhil is well advanced in its plans for a deepwater quay and Foynes is already functioning in this area!

The Port of Galway can still service the replacement of wind turbines, as blades and gearboxes wear out, while the number of new land based sites reduces over time.

### **Flood Issues:**

While the tidal flood level recorded during Storm Debi was higher than that which occurred during Storm Éowyn, it was said to be down to good luck that catastrophic flooding was avoided in Galway due to the much higher storm surge of the order of 2.6m that occurred during it.

It appears from Tobin's response, that the applicants agents are significantly downplaying the significance of the storm surge that occurred during Storm Éowyn.

The University of Galway research team issued a Press Release on the 22 April 2025 which revealed that "*Storm Éowyn generated the highest storm surges ever recorded at key locations on Ireland's western seaboard.*" The research team stated that "*had these surges occurred a week earlier during the high water spring tide, the water levels would have been much higher with data predicting that the water level at Galway Port would have reached 4.96m.*"

It is a fact that Sea level rise is occurring at an increasing rate due to the accelerating melting of polar ice caps and thermal expansion of the oceans due to global warming. There is huge uncertainty about the scale of sea level rise that will occur in the coming years, a prudent approach would be advisable. My colleagues in An Taisce are of the opinion that insufficient provision has been made for future sea level rise. I agree with their comment.

A presentation on the 'Coirib go Cósta' scheme was given to the Project Development SPC of Galway City Council last February. It was expected at that time that detailed design process will commence in 2029, construction will not commence until 2030.

Galway has yet to be presented with any plans, available for public consultation, while many people believe, as I do, that any large development of a large 1km pier, further out into Galway Bay, will see damaging flood levels as more regular storm surges from SW hit the pier and wave energy is directed into many city areas that are not flood protected?

New housing which is currently being suggested can be built in the port area, is a foolish given the EPA have stated that no new development should be allowed in coastal areas that are vulnerable to coastal flooding.

***'In view of the foregoing comments, it is my personal view that a refusal of permission would be the most appropriate outcome An Bord Pleanála should be asked to make' until any new plans are presented to redevelop the existing port in an environmentally sustainable and economically feasible fashion.***

I am not opposed, and never have been to future port development, just this one!

Yours faithfully

Derrick Hambleton.