

Noeleen Roche

Subject: FW: Public comment re harbour development

From: Ronald Ferguson [mailto:]
Sent: 09 January 2017 21:52
To: Wexford Receptionist
Subject: Public comment re harbour development

Application for Dumping at Sea Permit, re Quay extension Smooth Point, Killybegs, Co Donegal.

Sir.

As I recall a similar situation to this arose back in the 1970's; at a time when I was employed in the U.K. I now forward the following in trust it may be of benefit in your deliberations re the above.

As I appreciate you may not be familiar with the UK area which in this instance will be the focus for comment, could I suggest that you call up a Google check on 'Images for Hythe Marina'.

Briefly; the story behind the photographs is that 20+ years before the 'marina village' was constructed Associated British Ports who were the company responsible for the development of the Port of Southampton were faced with the problem of how to capture trade resulting from the introduction of containerisation.

Southampton water had to be considerably deepened if it was to handle ships drawing well over 30 feet of water, vessels which on leaving Singapore could give a time of arrival in Southampton to within a stated hour for a date 2 weeks later, and dock as projected regardless of the state of the tide.

Unlike the Donegal developers who do not appear to consider the potential for use of the dredge in any subsequent port development, ABP choose to look to the relatively under developed western shore of So'ton Water (New Forest side) as not only being a suitable area for the dredge, they were perceptive enough to consider 'land-fill' just might come in useful in later years should shipping develop further.

They began by constructing a 'bund', a perimeter retaining structure which extended at 90* from the N/Forest shore-line's high tide mark for some 1/4 of a mile before it turned 90* towards the North. From memory I believe some 800+ acres of muddy tidal estuary were eventually enclosed before termination of the Hythe end of the 'reclamation' which itself 'tied in' with an earlier infill phase which had commenced at the boundary with Marchwood Military Port.

If you now turn to www.wheretoseafish.com/south-coast-2/hampshire/southampton/ and then scroll down to a photo marked 'Hythe Reclaimed Land' you will be looking at the remnants of the large interlocking concrete slabs which formed part of the original retaining bund; which in this view which stretches as far as the ship moored at the pier at the Military Port.

The grassy earth to the left of the picture is what eventually formed; after the water content from the dredge seeped away long after the dredging was completed.

Following completion of the bund rough wooden piers were built from a point nearer the deep water shipping channel to carry steel pipework to which suction dredgers from the Westminster Dredging fleet or barges with a pumping facility would connect.

For what seemed like years a watery slurry was pumped up the pipes and left to settle at its own pace, and in later years became a temptation for youngsters who pushed their luck until they learned the smelly lesson the crust on top wasn't as thick as they'd thought.

Eventually a construction firm 'Dean and Dyball' came up with an idea based on the canals of Venice, they sheet piled an area at the 'reclaimed' South end; neighbouring Hythe's ancient pier and excavated their own design 'canals', whilst on the 'non excavated' acreages they drove piles for some 30 feet to form the foundations upon which their housing was built.

Houses didn't have gardens as such but as every 'water edge' property came with its own mooring there was a waiting list for purchasers; whilst a steady stream of developers came from as far away as Turkey to learn from this 'first of its type' trailblazing development.

As for Dean and Dyball's excavation material, it was hauled by Volvo dumpers to the North end of this development before being strategically placed to create a hilly landscaped recreational area.

Though there were plans for a further marina 'Mark 2' North of this one, ABP having lucratively sold or redeveloped substantial acreages of their portfolio on the So'ton.city side; had wise'd up to the value of their asset, and though sadly for them by the time they'd got around to announcing the development of a 'new container port' on the Hythe land; wildfowl had discovered its worth to them for feeding and breeding.

As wealthy marina property owners had no desire to view towering container handling cranes on their doorstep they decided to put up a fight, ABP were defeated at a public enquiry where it was established a greater number of the residents of the area were prepared to argue on behalf of the birds, not employment creation.

In conclusion, whilst I trust this may be of some help; I note the following web address has some interesting blogs at the bottom of the page, also as I've known Mr Lankford for almost 50 years I feel he would be pleased to advise you based on his own shellfish experiences. (I can forward his contact number or alternative you may Google Terry Lankford /fisherman for his listed postal address). www.dailyecho.co.uk/news/4707441.solent-s-oyster-industry-faces-disaster/

Thank-you.

Ron Ferguson.

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