

Scheme Sustainability Statement

Kingston Park and Millers
Lane – Public Park and
Urban Realm Project





DOCUMENT DETAILS

Client: **Galway City Council**

Project Title: **Kingston Park and Millers Lane – Public Park and Urban Realm Project**

Project Number: **240298**

Document Title: **Scheme Sustainability Statement**

Document File Name: **Scheme Sustainability Statement - F - 2025.11.11**

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Rev	Status	Date	Author(s)	Approved By
01	Draft	24.10.2025	IR/MMG	MMG
02	Final	11.11.2025	IR/MMG	MMG

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1. INTRODUCTION

1.1 Introduction

This report has been prepared by MKO on behalf of the applicant, Galway City Council, to support a planning application to An Coimisiún Pleanála in respect of the proposed development of the northern half of a new master planned public park at Kingston Park (3.43 hectares), and the refurbishment and expansion of the existing park at Millers Lane (2.44 hectares).

The full description of the proposed development, as per the public notices, is as follows:

“Pursuant to the requirements of Section 177AE(4) of the Planning and Development Act 2000 (as amended) notice is hereby given that Galway City Council is seeking the approval of An Coimisiún Pleanála for works to:

1. *Millers Lane (located on the L-5000 Road and Millers Lane) in the townland of Ragoon, Galway City; and*
2. *The proposed Kingston Park (located on the local road known as the Altan Road, accessed from the Western Distributor Road) in the townlands of Clybaun and Ragoon, Galway City.*

The proposed development consists of:

*The refurbishment and expansion of the existing park (site area 2.44Ha) located on **Millers Lane**, including:*

- I.** *Relocation and replacement of the 2 no. existing football pitches with: 1 no. new 4G synthetic turf multi-sport pitch (designed to soccer pitch dimensions) with associated fencing and 6 no. floodlights; and 1 no. new 2G sand-filled synthetic multi-sport pitch (designed to hockey pitch dimensions) with associated fencing and 6 no. floodlights.*
- II.** *New two-storey, multi-functional building which includes public and sports team changing rooms, showers and toilets; multi-purpose sports hall; multi-purpose activity rooms; kitchenette; 2 no. viewing terraces; first-aid room; store rooms; plant rooms; reception area; and roof-mounted solar panels.*
- III.** *New public spaces and amenities including fenced children’s play areas; internal paths; multi-use games area; climbing wall; calisthenics area; public plaza; pitch spectator areas; equipment storage shed; green space for passive recreation; public lighting; and public seating.*
- IV.** *Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas and reinforced grass paving, as well as planting areas with typologies including native and naturalised wooded areas, avenue tree planting, clipped hedges, short-flowering meadow, and pollinator-friendly perennials.*
- V.** *Relocated vehicular access on the L-5000 Road; 2 no. new active travel accesses from the L-5000 Road; and enhanced pedestrian / cyclist access from Millers Lane.*
- VI.** *27 no. car parking spaces (2 no. standard EV charging spaces, 1 no. accessible space, 1 no. combined EV and accessible space, 1 no. family space, and 1 no. age-friendly space), 2 no. coach drop-off spaces with automated access control, 3 no. motorcycle spaces, and 64 no. cycle spaces (40 no. standard short-term spaces, 2 no. short term cargo-bike spaces, and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces).*

*The development of the northern half of the proposed **Kingston Park** (site area 3.43Ha), including:*

- I.** *The development of 1 no. 4G synthetic turf multi-sport pitch (designed to rugby pitch dimensions) with associated fencing and 6 no. floodlights.*
- II.** *New two-storey, multi-functional building which includes public and sports team changing rooms, toilets, and showers (standard and accessible); double-height general purpose*

community hall including retractable bleacher seating; multi-purpose activity rooms (including 3 no. rooms offering direct views onto the playing pitch); commentary booth; café and servery; sensory room; first-aid room; store room; plant room; reception area; and roof-mounted solar panels.

- III. New public spaces and amenities including all-ages play area, outdoor classroom / amphitheatre; internal paths; multi-functional gaming area; informal games lawn; boules pitch; calisthenics area; performance space; pedestrian gateway plaza; parks department staff kiosk; refuse store; sports equipment sheds; public lighting; and public seating.
- IV. Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas; reinforced grass paving; native hedgerows; short- and long-flowering meadows; wildflower gardens; native and naturalised wooded areas; and pollinator-friendly perennials and shrubs.
- V. Replacement of the existing vehicular site access / junction on the Altan Road, and modification of the new access road approved under permitted Aquatic Centre Development (Pln. Ref. 24/60370) to account for the layout of this proposed development.
- VI. Improvement of existing active travel entrance from Doire Gheal, improved links to the St. John the Apostle, Knocknacarra National School (via a Safe Routes to School), new active travel accesses from the Altan Road, and provision for 2 no. potential future accesses to lands to the east (northeast of Kingston Gardens).
- VII. 50 no. car parking spaces (including 4 no. standard EV charging spaces, 3 no. accessible spaces, 1 no. combined EV and accessible space, and 1 no. age-friendly space), 1 no. coach parking space, 1 no. set-down area, 82 no. bicycle spaces (60 no. standard short-term spaces, and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces) and 2 no. motorcycle spaces.

All other associated and ancillary works.

A Natura Impact Statement (NIS) has been prepared in respect of this Proposed Development.”

1.2

Requirement for a Scheme Sustainability Statement

Section 11.31 of the [Galway City Development Plan 2023-2029](#) (GCDP) outlines the requirements for a Scheme Sustainability Statement as follows:

“The built environment will play a key role in addressing climate change mitigation and adaptation and all development proposals will be encouraged to explore and incorporate climate action measures. Large scale development proposals will be expected to demonstrate how this has been taken forward through the evolution of the scheme by submitting a Scheme Sustainability Statement in support of the planning application(s) to outline the proposal’s context and addresses how it responds to plan objectives and surroundings, should be submitted for:

*All planning applications involving developments of 25 or more homes or over 500sqm of gross retail, commercial/office development in urban areas; or enterprise and employment developments over 1,000m² and **other projects, as deemed appropriate gross should be accompanied by a Scheme Sustainability Statement.***

The Scheme Sustainability Statement should, as a minimum, demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:

1. *How the location, siting, layout, design and drainage proposals maximise climate adaptation opportunities.*

2. *How the SuDS strategy integrates the four pillars of SuDS Design – water quantity, water quality, amenity and biodiversity.*
3. *The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building.*
4. *Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage.*
5. *The use of district, renewable and/or low-carbon energy supply opportunities.*
6. *How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s).*
7. *How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s)."*

The net internal area of the proposed multi-functional buildings in Kingston Park and Millers Lane are approximately 2,388m² and 1,316m², respectively. Accordingly, a Scheme Sustainability Statement has been prepared to satisfy the requirements of the GCDP 2023-2029. The following sections address the criteria set out by Galway City Council in Section 11.31 of the extant development plan.

2. SCHEME SUSTAINABILITY STATEMENT

2.1 Layout and Design

“How the location, siting, layout, design and drainage proposals maximise climate adaptation opportunities.”

The proposed development has been carefully designed to respond to current and future climate challenges, integrating climate adaptation measures across its orientation, building design, green infrastructure, and drainage strategy.

- **Building Orientation and Design:** The buildings at Kingston Park and Millers Lane are oriented to maximise passive solar gain, reducing heating demand and improving energy efficiency:
 - At Kingston Park, a green roof will provide thermal insulation, reduce urban heat island effects, and support stormwater management.
 - At Millers Lane, the roof profile is shaped to mitigate prevailing wind impacts, with the lowest aspect facing into the wind and the highest element facing away, enhancing resilience.
 - Both buildings will incorporate south-facing solar PV arrays, optimising renewable energy generation and reducing reliance on fossil fuels.
- **Green Infrastructure and Biodiversity:** Extensive green infrastructure has been integrated throughout the proposed development to regulate microclimates, support biodiversity, and enhance ecological resilience. This includes native planting schemes, wildflower meadows and pollinator-friendly landscapes. These features contribute to climate regulation and reduce the urban heat island effect.
- **Sustainable Drainage Systems (SuDS):** A robust SuDS strategy has been developed to manage rainfall and reduce flood risk. Key measures include:
 - The green roof on the Kingston Park building, rain gardens and permeable surfaces intercept, store, and slowly release rainfall.
 - Rainwater harvesting systems supply non-potable uses, reducing demand on potable water networks during dry spells.
 - Drought-tolerant planting and soil selection ensure resilience to both saturation and dry conditions.
 - Adaptive maintenance practices, such as heat- and moisture-triggered irrigation, replace fixed watering schedules to conserve resources.
- **Surface Finishes and Microclimate Control:**
 - High-albedo, light-coloured surface finishes limit heat absorption and reduce urban heat island risk.
 - Shade is enhanced through a resilient tree canopy and strategically oriented structures, improving thermal comfort along key pedestrian routes and gathering spaces.

2.2 SuDS Strategy

“How the SuDS strategy integrates the four pillars of SuDS Design – water quantity, water quality, amenity and biodiversity.”

The proposed surface water drainage system has been designed in a manner that maximises the usage of SuDS measures, allowing surface water to be managed on-site - instead of via the public storm sewer. These systems replicate the natural landscape, allowing water to infiltrate the vegetation, substrates and engineered drainage layers and are a mechanism by which interception storage can be delivered.

SuDS measures proposed include a combination of permeable grass paving; rain gardens; a permeable 4G artificial turf rugby pitch; a green roof on the Kingston Park building; rainwater harvesting; and attenuation tanks in Millers Lane:

- **Rain gardens / bioretention tree planting:** Rain gardens are located along paths and parking bays to intercept, filter, and attenuate stormwater. They contain moisture-tolerant trees such as alder, birch, liquidambar, and columnar elm, underplanted with robust perennials and ornamental grasses adapted to fluctuating wet and dry conditions.
- **Permeable grass paving systems:** The car parking bays in both parks are proposed to have a permeable grass paving surface covering a stone attenuation layer. Surface run-off in the trafficked areas will flow towards the permeable grass paving surfaces in all car parks. Permeable grass paving provides a pavement suitable for pedestrian and/or vehicular traffic, while allowing rainwater to infiltrate through the surface and into the underlying structural layers. The water is temporarily stored beneath the overlying surface before controlled discharge downstream. The permeable grass paving car park bays will be connected to the surface water network using half-perforated land drainpipes.
- **Green roof on the proposed building at Kingston Park:** A green roof, comprising a planted area of living vegetation, will be installed on the roof of the Kingston Park multi-functional building which will reduce surface water runoff, improve water quality, and enhance biodiversity.
- **Rainwater harvesting:** Rainwater roof runoff will be used for showers, toilets, sluice and urinal flushes in both multi-functional buildings.
- **Permeable pitch surface:** A permeable 4G synthetic turf pitch surface for the rugby pitch at Kingston Park is proposed.
- **Attenuation:** It is proposed to attenuate surface water at Millers Lane with two attenuation areas located under the hockey and soccer pitch. The proposed attenuation layers are designed to reduce the peak runoff from the site. No attenuation tanks are proposed for Kingston Park as attenuation and flow control will be provided through the artificial turf pitch surface, the permeable grass paving and bioretention rain garden.

The SuDS strategy is fully integrated with landscape design, ensuring water management, amenity value, and biodiversity benefits are delivered concurrently.

Further details of the proposed SuDS Strategy are contained in the **Engineering Report** and **Landscape Design Report**.

2.3 Green Infrastructure and Biodiversity

“The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building.”

Green infrastructure and biodiversity have been central to the design of the proposed development. A comprehensive suite of measures has been incorporated to support ecological resilience, enhance habitat value, and contribute to sustainable water management.

Key features include:

- **Extensive native landscaping,** designed to support local biodiversity.
- **Pollinator-friendly SuDS features,** such as raingardens and bioretention areas, which manage surface water while providing habitat for insects and other wildlife.
- **Reinforced grass paving,** allowing for permeable surfaces that support vegetation and reduce runoff.
- **Native hedgerows, wildflower gardens, and short and long flowering meadows,** which offer food and shelter for pollinators and other species.

- **Native woodland planting**, contributing to carbon sequestration, shade provision, and ecological connectivity.
- **Pollinator-friendly perennials and shrubs**, selected to provide year-round nectar sources and nesting opportunities.

In addition, the Kingston Park building will feature a green roof of living vegetation which will reduce surface water runoff; improve water quality through natural filtration; and enhance biodiversity by creating habitat for birds, insects, and pollinators.

Further details on the supports for biodiversity and integration of green infrastructure into the proposed development can be found in the **Landscape Design Statement**.

2.4 Energy Efficiency

“Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage.”

The proposed development has been designed to achieve high levels of energy efficiency through the following measures:

- **Passive solar design:** The orientation of the multi-functional buildings at Kingston Park and Millers Lane have been optimised to maximise solar gain and natural daylighting. South-facing elevations and roof spaces support passive heating and reduce reliance on artificial lighting and mechanical heating systems. High-performance glazing further enhances thermal comfort, while minimising heat loss.
- **Passive ventilation and cooling:** Natural ventilation in both buildings is facilitated through operable windows and strategically placed vents, promoting air circulation and reducing the need for mechanical cooling. Moisture-prone areas, such as changing rooms and showers, are equipped with enhanced mechanical ventilation to maintain indoor air quality and prevent humidity build-up.
- **Thermal insulation and building fabric:** High-performance insulation materials will be used in walls, roofs, and floors of both buildings. The building envelopes are designed to exceed Nearly Zero Energy Building (NZEB) standards, comply with Part L of the Building Regulations, and gain LEED accreditation. The proposed measures will reduce heating demand and lower the operational energy use of the buildings from the outset.
- **Renewable energy technologies:** Both multi-functional buildings, and the park kiosk in Kingston incorporate solar PV arrays positioned to face south, ensuring optimal renewable energy generation and efficiency. The solar PV in both parks will feed the on-site energy needs of the parks, including public lighting. Additionally, a battery array in both buildings will support energy usage from the solar generated on site, during off-peak production hours.
- **Lighting:** External and internal lighting will utilise energy efficient LED technology. External light has also been designed to be compliant with biodiversity and light pollution minimisation requirements.
- **Zoning Heating Strategy:** A zoned heating approach will be adopted in both buildings to improve energy efficiency. Individual heating zones will serve specific spaces such as changing rooms and multi-activity areas. This zoning enables unoccupied or low-use areas to be isolated or maintained at reduced temperatures, thereby minimising unnecessary energy consumption. Each zone will be independently controlled, ensuring that heating is delivered only where and when it is needed. This approach supports both user comfort and sustainable energy use.
- **Electric vehicle (EV) charging spaces:** Dedicated EV charging spaces will be provided at both Kingston Park and Millers Lane, supporting low-carbon transport options for users. Both standard and accessible EV charging spaces are provided.

2.5

Energy Supply

“The use of district, renewable and/or low-carbon energy supply opportunities.”

The proposed buildings at Millers Lane and Kingston Park have been designed with a strong emphasis on sustainability and energy efficiency. Building orientation has been carefully considered to maximise natural daylight and optimise solar gain, with south-facing elevations and roof spaces supporting the integration of renewable technologies.

- **Solar Photovoltaic (PV) Systems:** Both buildings will incorporate solar PV arrays positioned to face south, ensuring optimal energy generation and system efficiency. These arrays will be connected to the Main Distribution Panel, reducing reliance on imported electricity and lowering the overall carbon footprint of the developments. A battery array will enable storage of energy for use during off-peak generation times. This will also enhance the resiliency of the buildings, enabling them to serve as key community hubs in emergencies such as extreme weather.
 - **Millers Lane:** Approximately 109 solar panels will be installed on the proposed building in Millers Lane, covering an area of 174.4m². Each panel will generate approximately 460W, resulting in a total renewable energy output of 50.2 kW.
 - **Kingston Park:** Approximately 166 solar panels will be installed on the proposed building in Kingston Park, covering an area of 265.6m². Each panel will generate approximately 460W, resulting in a total renewable energy output of 76.4 kW.
- **Low-Carbon Heating and Hot Water Systems:** Heating and hot water will be provided via high-efficiency air-to-water heat pumps, which extract renewable energy from ambient air. These systems distribute heat through a water-based network serving both ground and first floors. Compared to traditional fossil fuel or direct electric systems, heat pumps offer up to five times greater efficiency.

2.6

Circular Economy

How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s).

The proposed development embraces the Circular Economy approach to waste management by prioritising resource efficiency, reuse, and sustainable material choices throughout both the construction phase and its operational life.

The **Landscape Design Report** details how the design of the proposed development has incorporated Circular Economy principles:

- **Pitch fencing and spectator rails** will be manufactured using materials with a high recycled content.
- **Existing boundary features**, such as stone walls and post-and-wire fencing, will be retained and repaired where feasible to reduce material waste.
- **Bench seating and steel planters with integrated seating** will be constructed using recycled steel and responsibly sourced timber.
- **Picnic tables** will feature recyclable metal bases combined with sustainably sourced timber tops.
- **Rubber surfacing** in play areas will be made from recycled rubber materials.
- **Waste and recycling bins** will be strategically placed at key entry and exit points to encourage responsible waste disposal and recycling.

The **Construction and Environmental Management Plan (CEMP)** includes a Resource Waste Management Plan which outlines the procedures for managing Construction & Demolition (C&D) waste in compliance with current legislation and industry best practices. This includes adherence to the Waste Management Act 1996 (as amended) and all relevant regulations.

Waste generated during the operation of the proposed development will also be managed in accordance with the waste management hierarchy, ensuring that opportunities for reuse, recycling, and recovery are maximised. Disposal to landfill will only be considered as a last resort. To promote sustainable practices:

- Clearly designated recyclable and non-recyclable waste bins will be located throughout the site.
- Within the buildings, waste will be segregated at source, enabling appropriate sorting and handling in line with best practice.

Dedicated refuse storage areas will be:

- Adequately ventilated to minimise odours and reduce the risk of nuisance from vermin or flies.
- Well-lit and safely designed to ensure ease of use and accessibility.
- Strategically positioned to allow sufficient access for waste collection vehicles.

Waste collection will be carried out by an appointed waste contractor, with all waste transported exclusively to facilities that hold a valid Certificate of Registration (COR) or are otherwise permitted or licensed under national waste regulations.

2.7 Noise and Air Management

“How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s).”

The **CEMP** outlines in detail how noise and air pollution will be managed for the proposed development.

Air Quality

Dust will be generated mainly from earthworks activities at the early stage of the project and to a lesser extent from new construction and traffic movements. The extent of dust generation will depend on the type of activity undertaken, the location, the nature of the dust, i.e., soil, sand, etc and the weather. In addition, dust dispersion is influenced by external factors such as wind speed and direction and/or, periods of dry weather. Construction traffic movements also have the potential to generate dust as they travel along the public road.

The closest human receptors to Millers Lane are located in the existing residential developments (Gort na Gréine and Gort na Bró) to the northern and southern boundaries. To the east of the site, opposite the L-5000 Road is the Gaelscoil Mhic Amhlaigh Primary School. The closest human receptors to Kingston Park are located in the existing residential developments (Gort Siar, Clybaun Court and Kingston Gardens) to the northern, western and southern boundaries of the site.

Proposed measures to control dust and maintain air quality include:

- Regularly inspecting the designated public roads outside Kingston Park and Millers Lane and along the main transport routes to the sites for cleanliness and cleaned as necessary.
- Material handling systems and material storage areas, if required will be designed and laid out to minimise exposure to wind.

- Water misting will be utilised on-site as required to mitigate dust in dry weather conditions, if required.
- A road sweeper will be employed, if necessary, to clean the public roads of any residual debris that may be deposited on the public roads leading away from the construction works.
- The transport of soils, aggregates or other material, which has the potential to generate dust, will be undertaken in tarpaulin-covered vehicles where necessary.
- Daily inspection of construction sites to examine dust measures and their effectiveness.
- All construction related traffic will have speed restrictions on un-surfaced areas within the site to 15 kph.
- Daily inspection of construction sites to examine dust measures and their effectiveness.

Noise

Plant and machinery operating in Kingston Park and Millers Lane will be the main source of noise, most notably during any earthworks. The works will be carried out in accordance with the requirements of BS 5228-1:2009+A1:2014 *Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise* (2014)¹, as well as the National Roads Authority (NRA) (now TII) document *Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes* (2014)².

The primary measure to limit the potential impact of noise from the works will be to limit working hours to suitable daytime hours, i.e. 07:00 – 19:00 Monday to Friday, and 08:00 – 16:30 on Saturday. Construction will not take place at the site on Sundays or Public Holidays. This will reduce the potential noise impact on the local human receptors.

Other measures to control noise emissions from the works will include:

- All plant will be maintained in satisfactory condition, and in accordance with manufacturer requirements. Maintenance and lubrication of bearings and other moving parts will be undertaken as specified by the manufacturer.
- Exhaust and silencer systems on plant will be maintained in a satisfactory condition and operating correctly at all times. Defective silencers will be immediately replaced.
- Plant and machinery with low inherent potential for generation of noise and/or vibration will be selected.
- Where practical, separation distances to any locations of frequent human use where noise would have the potential to interfere with typical activities will be maximised through appropriate on-site positioning of plant.
- The requirement to house continuously operating plant in sound-attenuating enclosures or casings will be assessed on-site.
- Equipment not in active use will be shut down.

The following mitigation measures will be implemented to minimise noise from construction vehicles:

- On-site tracks and roadways used regularly by heavy goods vehicles (HGVs) will be maintained in reasonable condition, and free of potholes and defects which may give rise to rattling of empty HGV bodies.
- Training will be provided by the Site Management to drivers to ensure smooth machinery operation/driving, and to minimise unnecessary noise generation.

¹ The British Standards Institution (BSI) (2009): *BS 5228-1:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites – Part 1: Noise* BSI. UK. Available at: https://www.warrington.gov.uk/sites/default/files/2020-08/cf53_bs_5228_pt1-2009a1-2014.pdf

² Transport Infrastructure Ireland (TII) (2014): *Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes* TII. Ireland. Available at: https://www.tii.ie/media/nv0bng2/guidance_for_the_treatment_of_noise_during_the_planning_of_national_road_schemes.pdf

- HGV drivers will be instructed to extend care and courtesy to other road users, and to avoid unnecessary revving of engines.
- Off-site queuing of HGVs will be prohibited.
- Construction and delivery vehicles will be instructed to use only the approved and agreed means of access; and movement of construction vehicles will be restricted to these designated routes.
- Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds.
- Parking of site vehicles will be managed and will not be permitted on the public road, unless proposed within a designated area that is subject to traffic management measures and agreed with GCC.
- Deliveries of construction materials will be planned to ensure that the materials are delivered only as they are required and will avoid peak hours when possible.

Vibration

Vibration can be more difficult to control than noise, and there are few generalisations which can be made about its control. It should be borne in mind that vibration can cause disturbance by causing structures to vibrate and radiate noise in addition to perceptible movement. The following mitigation measures will be implemented at the site during the decommissioning and construction phase to control vibration levels:

- The hours of working should be planned, and account should be taken of the effects of vibration upon persons in areas surrounding site operations and upon persons working on site, considering the nature of land use in the areas concerned and the duration of work.
- Where reasonably practicable, low vibration working methods should be employed.
- Consideration should be given to use of the most suitable plant, reasonable hours of working for operations which might give rise to perceptible vibrations, and economy and speed of operations.
- Vibration should be controlled at source and the spread of vibration should be limited.
- Where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other less intrusive plant and/or methods of working.
- Vibration from stationary plant (e.g. generators, pumps, compressors) can, in some instances, prove disturbing when located close to sensitive premises or when operating on connected structures. In these instances, equipment should be relocated or isolated using resilient mountings.
- On those parts of a sites where high levels of vibration are likely to be a hazard to persons working on the sites, prominent warning notices should be displayed.
- Off-site fabrication – in a method statement/risk assessment the contractor will highlight any activity that may cause significant vibration levels and include measures in helping to mitigate these emission levels.
- Equipment is to be task specific.
- Best practice vibration control measures will be employed by the contractor.
- A designated member of staff will be appointed as the point of contact for any queries or complaints from nearby local residents.

3.

CONCLUSION

This Scheme Sustainability Statement has been prepared in accordance with the criteria set out in the [Galway City Development Plan 2023-2029](#). The preceding sections demonstrate how the proposed Kingston Park and Millers Lane Public Urban Realm Project has integrated comprehensive measures to address climate change mitigation, climate adaptation, and biodiversity enhancement. The design of the development reflects a strong commitment to sustainability, with careful consideration given to energy efficiency, green infrastructure, circular economy principles, and climate resilience.

