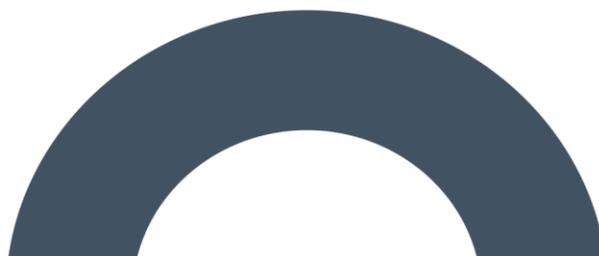


**Response to Submissions  
– Planning Reference  
ACP-323873-25**

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





## DOCUMENT DETAILS

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# 1. INTRODUCTION

This report provides a response to the submissions and observations received in relation to the Section 177AE application made by Galway City Council for the *Kingston Park and Millers Lane – Public Park and Urban Realm Project* located in the townlands of Ragoon and Clybaun (ACP Ref 323873-25).

The application was lodged on 14<sup>th</sup> November 2025, and the submission period remained open until 12<sup>th</sup> January 2026. During this period, a total of 14 no. observations were received, including three from statutory bodies (Department of Housing, Local Government, and Heritage’s Development Applications Unit, Transport Infrastructure Ireland, and Uisce Éireann).

This report has been prepared to provide a written response to the submissions and to continue the strong precedent of public consultation which has defined this project. Hard copies of this report will be made available at the Local Authority offices, alongside the full application documentation, and on the dedicated project website at <https://kingstonparkmillerslane.com>.

## 1.1 Full List of Observers

The full list of individuals and organisations who made an observation on the application is provided below:

1. *Connacht Hockey*
2. *The Department of Housing, Local Government, and Heritage – Development Applications Unit (DAU)*
3. *Galway Bay Rugby Club*
4. *Galway Bohemians A.F.C.*
5. *Galway Hockey Club*
6. *Galway Rapparees Rounders Club*
7. *Gort Siar Residents*
8. *Greenfields Hockey Club*
9. *Hockey Ireland*
10. *Knocknacarra F.C.*
11. *Marie Moran*
12. *Mary Tynan*
13. *Transport Infrastructure Ireland (TII)*
14. *Uisce Éireann*

## 1.2 Structure of the Document

This report addresses the concerns and points raised by consultees in their submissions as efficiently and clearly as possible, while still providing individual feedback where relevant. The structure of the remainder of this document is as follows:

- **Section 2** – Responds to the queries and issues raised within the third-party submissions from the public, with the responses grouped into topics.
- **Section 3** – Responds to the submissions received from Prescribed Bodies.
- **Section 4** – Provides a brief conclusion.
  
- **Appendix 1** – Uisce Éireann Confirmation of Feasibility for Kingston Park.

2.

## RESPONSE TO KEY TOPICS RAISED

2.1

### Letters of Support

Several letters of support were received from local sporting organisations. These letters emphasised the benefits and importance of the proposed development for their members and the wider community. The sporting clubs, listed below, expressed strong support and welcomed the multi-sport design, with several noting its ‘equitable’ provision of facilities. Additionally, the provision of spectator areas, safe and dignified locker rooms, changing rooms, and clubhouse facilities was identified as being crucial for the development of sports for boys’ and girls’ teams, and the creation of a healthy and positive sporting environment in the community.

These clubs also expressed strong support for a range of both sports-related and non-sports-related elements of the development. This includes the inclusive design approach, enhanced active travel links, public lighting design, newly created recreational open spaces, nature-based drainage solutions, and pollinator-friendly planting. All of the clubs listed below emphasised the critical need for new sports facilities in Galway due to significant recent population growth and the current insufficiency and constrained availability of existing provision in the area.

Finally, the sporting groups complimented the extensive and thorough engagement undertaken with the local community, including their groups.

The observers who submitted letters of support include:

1. *Connacht Hockey*
2. *Galway Bay Rugby Club*
3. *Galway Bohemians A.F.C.*
4. *Galway Hockey Club*
5. *Galway Rapparees Rounders Club*
6. *Greenfields Hockey Club*
7. *Hockey Ireland*

2.1.1

### Response

Galway City Council welcomes the broad support from local sports organisations for the proposed development and wishes to acknowledge and thank these groups for their constructive and positive engagement throughout the design process. The Applicant also wishes to highlight the unanimous support amongst these sporting clubs for the provision of multi-use sport facilities which are shared between the clubs. This includes the reallocation of space in Millers Lane from the existing 2 no. pitches configured for soccer to the proposed 1 no. 4G synthetic turf multi-sport pitch (designed to soccer pitch dimensions) and 1 no. 2G sand-filled synthetic multi-sport pitch (designed to hockey pitch dimensions).

Galway City Council also notes the strong support amongst these groups for the non-sporting elements of the proposed design, including the provision of passive and active recreational spaces, the enhanced active travel network, and the integration of nature-based drainage solutions. This level of support reflects the extensive and collaborative engagement undertaken with local groups and the community throughout the project’s development. As a result, the Council has been able to build strong community support and trust in the project and to advance a design that incorporates best practice standards for biodiversity enhancement and long-term sustainability. These submissions clearly demonstrate that the Kingston Park and Millers Lane project will deliver best-in-class facilities that respond to the needs of the community, support climate ambitions, and reinforce and strengthen the already strong community bonds in the area.

## Public Consultation Process

One submission was received that related to concerns regarding the public engagement process. This submission expressed dissatisfaction that their club had been excluded from the non-statutory public consultation process. This submission was received from:

### 1. Knocknacarra FC

In addition to concerns regarding consultation, the submission also included a copy of a previous correspondence issued to Galway City Council, which raised objections to the reconfiguration of pitches at Millers Lane. Specifically, the observer expressed concern regarding the loss of one of the existing soccer pitches and its replacement with facilities designed to accommodate a different sport.

### Response

As acknowledged, and in part detailed by Knocknacarra FC in their submission, extensive consultation and engagement was undertaken with the community and local sports clubs. This includes with Knocknacarra FC, throughout the non-statutory public consultation process. The following summarises the interactions between the Design Team/Galway City Council and Knocknacarra FC throughout the non-statutory consultation period:

- > **Email during the 1st Public Consult Period – 27 October 2024**
  - The club advised that the loss of a soccer pitch at Millers Lane would significantly impact their ability to provide for their members.
  - The club indicated their willingness to provide further information or meet with Council representatives.
- > **Attendance at 2nd Public Consult Event** (alongside a representative from the Bohemians FC) – **29th April 2025** – discussion with a member of the Design Team:
  - The football clubs expressed dissatisfaction about the loss of one of the Millers Lane pitches to hockey (one pitch is designed for hockey specifications) and expressed concern regarding an existing culture of reluctance among clubs to share pitch facilities. They also highlighted the need for more and better sports facilities in Galway City.
  - This feedback, alongside other submissions, informed internal discussions within the Design Team regarding pitch allocation and whether any club should be granted exclusive or de facto ownership of any of the pitches.
- > **Attendance at 3rd Public Consult Event – 10th Sept 2025** – discussion with a member of the Design Team:
  - Knocknacarra FC queried why Galway City Council officers met with Bohemians AFC (along with rugby and hockey clubs) but not Knocknacarra FC and advised that Knocknacarra FC uses the Miller's Lane pitches. In their view, there are insufficient soccer pitches relative to membership and demand.
  - The project team clarified that all the facilities at Kingston Park and Millers Lane will be operated by Galway City Council and will therefore be bookable by any club, including by Knocknacarra FC.
  - They also noted that Knocknacarra FC spend €30,000 - €40,000 per annum to use all-weather pitches elsewhere in the city. They queried how/why Mervue United obtained a 35-year lease at €1,800 per annum and asked if this was fair. They were advised that the project team do not have information on the Mervue lease, as it's outside the remit of the project. The project team advised that any concerns or queries in this regard should be raised directly with Galway City Council through the appropriate channels.
- > **Letter to the Chief Executive of GCC** forwarded to the Design Team - **12th Sept 2025**

- The letter expressed dissatisfaction with the consultation process and expressed concern that Knocknacarra FC was deliberately excluded from the process. However, the club acknowledges in this letter that they have participated in the public consultation process by making submissions and attending the public consultation events.

The Design Team and Galway City Council engaged with both local football clubs (Knocknacarra FC and the Galway Bohemians AFC) throughout the public consultation process. In this context, it is regrettable that Knocknacarra FC has expressed dissatisfaction with the public consultation process. However, the Applicant submits that a comprehensive and robust engagement process was undertaken with the general public and with all of the local sports clubs. It is also highlighted that a letter of support was submitted to An Coimisiún Pleanála from Galway Bohemians FC.

The public engagement process included three rounds of non-statutory consultation with the community from Sept 2024 to Sept 2025, supported by a multi-channel communication strategy (e.g. updates via the dedicated project website, posts on social media, newspaper adverts, extensive letter drops, etc.) Three public consultation events were held in the Clybaun Hotel which were attended by 345 people in total. These events were attended by senior members of the Design Team, representatives from the Council, and many stakeholders – including Knocknacarra FC, as detailed above. On this basis, the assertion that the club was not consulted or engaged with regarding the plans for Millers Lane is not reflective of the engagements specified above, or the significant efforts made by the Design Team and Galway City Council.

Other than concerns raised around exclusion from the public consultation process, the primary concern of Knocknacarra FC pertains to the perceived ‘loss’ of one of the existing soccer pitches at Millers Lane. The Applicant submits that this concern has been mitigated against and managed through several methods, many of which were communicated to the club throughout the public consultation process or are detailed in the planning application documentation. These include:

- **All of the pitches will be operated by Galway City Council and will be bookable by any of the clubs or the public.** No club, including those who submitted supportive submissions, will receive exclusive use of any pitch.
- **The new 4G synthetic turf pitch at Millers Lane will provide significantly enhanced capacity compared to the existing grass pitches,** allowing for more intensive use, more reliable scheduling, and reduced cancellations due to adverse weather. This improvement will also help alleviate the financial pressures currently faced by clubs, including Knocknacarra FC, which must hire all-weather facilities elsewhere in the city.
- **While the 2G pitch in Millers Lane is designed to hockey specifications,** it remains fully suitable for football training purposes, thereby providing functional capacity for football activities at Millers Lane.

Furthermore, the Applicant emphasises the acute need for field hockey facilities in the west of Galway City. While all sports are constrained by a lack of pitch space in the area, hockey currently faces the most severe limitations. The proposed design delivers the best balance between delivering much-needed hockey facilities and reinforcing existing football facilities to enable more frequent use.

The design and specification of the sports pitches arose from a complex and considered decision-making process informed by extensive stakeholder and community feedback, including Knocknacarra FC. The overarching objective was to achieve a fair and equitable balance of facilities for the whole community, with the limited space that is available for the project. The proposed design achieves this balance, as evidenced by the findings from the most recent community survey, which identified that **over 90% of respondents expressed satisfaction with the design of proposed parks**, as well as the seven letters of support submitted by other local sporting organisations as part of the planning application.

## 2.3

## Impacts of Kingston Park on Residential Amenity and Traffic

A wide-ranging submission was received, which covered several topics, most of which are primarily related to residential amenity and traffic impacts. This submission was received from:

### 1. Gort Siar Residents

The concerns highlighted in this submission related to the following:

- Potential increases in traffic and congestion along the Altan Road arising from the proposed development.
- Issues of illegal parking and traffic congestion along the Gort Siar junction during school pick-up times.
- The potential for anti-social behaviour in the new park.
- The potential for noise disturbance due to the location of the walkway along the rear boundary wall of Gort Siar and the location of the outdoor classroom.
- The potential impact of the proposed floodlights on residential amenity.
- The proposed hours of operation of the café, and queries regarding whether a drinks licence will be associated with the facility.
- Potential noise impacts on nearby residents from increased activity in the area.
- Concerns regarding the ecological surveys carried out on the effects of floodlights on nocturnal wildlife.
- The environmental impact of using synthetic playing surfaces in place of grass pitches.

## 2.3.1

## Response

### Traffic, Illegal Parking and Access to Gort Siar

The concerns expressed by the Gort Siar Residents regarding traffic, illegal parking, and access to their estate were key considerations during the design process of Kingston Park. These matters directly informed the creation of the proposed drop-off loop design serving the park and Knocknacarra National School, as well as the inclusion of a Safe Routes to School active travel path. The looped parking and drop-off arrangement is specifically designed to facilitate the smooth operation of the school during pick-up and drop-off times. This design intervention addresses the current congestion caused by the lack of turning facilities on the Altan Road, which is resulting in incidences of illegal parking. The new design is intended to alleviate this issue and should assist in reducing problems associated with illegal parking and traffic blocking access to the Gort Siar estate.

It should also be noted, the proposed Safe Routes to School (SRTS) style active travel route has intentionally been separated from vehicular traffic to provide a safer space for children to walk and cycle. This segregation of transport modes is intended to eliminate the potential for accidents such as those referenced by the Gort Siar residents in their submission.

With respect to the potential traffic impacts arising from the development of Kingston Park itself, a comprehensive **Traffic and Transport Assessment** was undertaken. As part of this assessment, a capacity analysis was undertaken at the four junctions nearest the site accesses, including the Altan Road/Bóthar Stiofán junction and the Western Distributor Road (WDR). The results demonstrate that the proposed development **will not contribute to any capacity issues at these junctions** under a range of assessed scenarios, up to the year 2034, as detailed in **Section 6.5.6 of the Planning Report**.

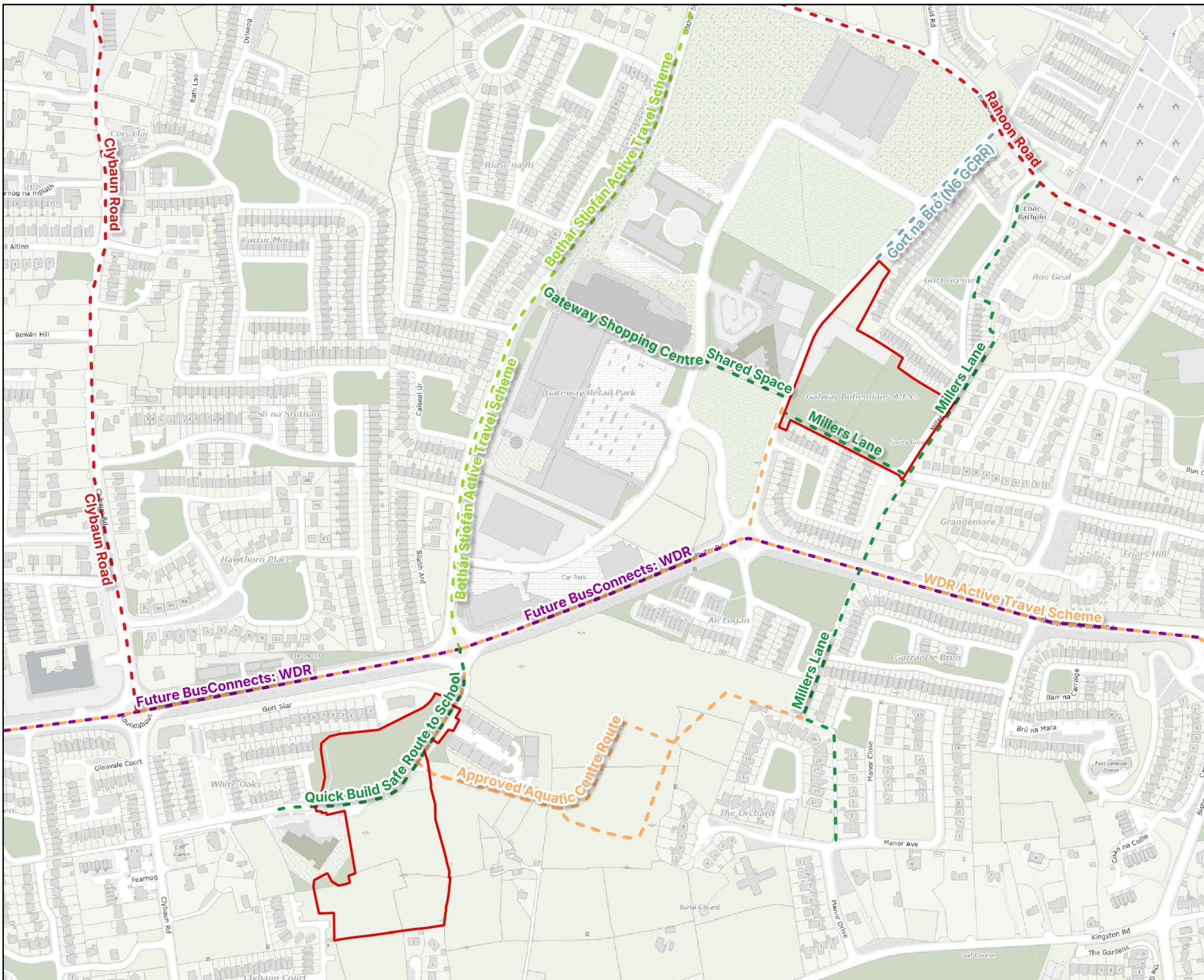
Galway City Council also wishes to highlight the ongoing and rapid development of a high-quality active travel network in the Knocknacarra area. Construction on the Bóthar Stiofán active travel scheme is nearing completion. The Western Distributor Road Active Travel scheme was approved via the Part

8 process at the Galway City Council plenary meeting on 6<sup>th</sup> October 2025. It has since been allocated €875,000 in funding by the National Transport Authority (NTA) to proceed with delivery. In addition, a constraints and feasibility study is currently underway for the Clybaun Road and Ragoon Road corridors.

Active travel upgrades to the Altan Road will be delivered as part of the approved nearby swimming and sports facility (Pln Ref. 24/60370). Active travel upgrades to Gort na Bró will be delivered in part through the N6 Galway City Ring Road (GCRR) scheme (should approval be granted), as well as through the approved Glenveagh Large-scale Residential Development (Pln Refs. 23/3; LH61.318687). These projects, together with completed works in the area, are illustrated in **Figure 2-1**.

Together with the wider programme of active travel upgrades in Knocknacarra, the result of these many schemes is the creation of an extensive and high-quality active travel network in the Knocknacarra area, much of which is already under construction or approved for delivery. It is submitted that as a result, both Kingston Park and Millers Lane, as well as the Knocknacarra NS, will be safely and conveniently accessible by walking and cycling. This network directly supports Galway City Council's stated policy objectives to facilitate modal shift towards sustainable transport across Galway City and in the Knocknacarra area. We submit that it will, in turn, reduce reliance on private car use and thereby mitigate traffic impacts in the vicinity of the Gort Siar estate.

The Applicant is satisfied that the proposed Kingston Park and Millers Lane scheme has been carefully and comprehensively designed to address the matters raised about traffic, illegal parking, and access in the submissions received. We wish to highlight that intense attention was given to the concerns of the Gort Siar residents during the non-statutory public consultation and design process to address these issues. The inclusion of the looped parking and drop-off design and the active travel route have been developed specifically to support the safe and efficient operation of Knocknacarra National School and Kingston Park. They represent a key intervention that will help alleviate existing congestion on Altan Road, reduce illegal parking, and improve access to surrounding residential areas.



### Map Legend

Redline Boundary

### Site Context

#### Active Travel Upgrades

- Completed
- Construction Ongoing
- Planning
- Application Under Consideration
- Planning Approved
- Constraints and Feasibility Study

#### Bus Corridor Upgrades

- BusConnects WDR



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Drawing Title

### Active Travel Upgrades

Project Title  
 Kingston Park and Millers Lane - Public Park and Urban Realm Project

Drawn By IR	Checked By MMG
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Project No. 240298	Drawing No. 2-1
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Scale 1:6,000	Date 18/02/2026
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## Residential Amenity, Anti-Social Behaviour, and Screening

It is anticipated that the proposed pathway, which is designed as a Safe Routes to School-style active travel path, will primarily generate activity during school hours. The Applicant wishes to draw the attention of the Commission and the Gort Siar Residents to **Sections A-A and C-C in Dwg. P612-KIN-LD-GA-102**, prepared by DRLA and submitted with the original application, which is also reproduced in **Figure 2-2** (overleaf). In Section A-A, it should be noted that there is an almost 2m level difference between the ground level of the back garden of the Gort Siar residences and the proposed active travel path, resulting in the private residential space being elevated above the pathway. In **Section C-C**, there is a similar but smaller level difference of approximately 1m. In addition, the existing rear boundary walls of those residences vary slightly but are generally approximately 2m high from the ground level of all the back gardens. **Additional planting is proposed along the boundary with the Gort Siar estate to provide screening, noise buffering and to soften the appearance of this level change.** There is a minimum separation distance of approximately 16m maintained between all houses in Gort Siar and the active travel path, which is in line with the [Sustainable Residential Development and Compact Settlements Guidelines \(2024\)](#). For these reasons, the context of the proposed active travel path in Kingston Park is different from the one at McGrath's field and will enable suitable levels of screening to protect the residential amenity of the Gort Siar Residents.

Similarly, the outdoor classroom has been appropriately set back from the rear boundary with a minimum separation of approximately 28.5m from any of the surrounding residences. The Commission and Gort Siar residents' attention is drawn to **Section A-A of Dwg. P612-KIN-LD-GA-102**. This section clearly shows that the top of the amphitheatre mound will be below the ground level of the back gardens in Gort Siar. The Applicant also wishes to highlight that the amphitheatre will also benefit from an additional layer of *Prunus avium* 'Plena' tree planting, which will provide further screening. **Figure 2-3** (overleaf) shows an example image of this tree species for the reference of The Commission and the Gort Siar residents. This, in combination with the planting proposed between the active travel path and the Gort Siar boundary, results in the outdoor classroom ultimately have two 'layers' of planting which will provide effective visual screening and noise attenuation for the Gort Siar residents. Full details on the proposed boundary treatments proposed along the Gort Siar interface, including layout plans and sections, are detailed in the **Landscape Drawing Pack** submitted with the application.

It is also highlighted to the Commission and Gort Siar residents that the amphitheatre has been designed to orient away from the surrounding residences. The effect of the modest amphitheatre mound, its outward-facing orientation away from Gort Siar, and the provision of additional planting ensures that residential amenity and tranquillity are protected, while still allowing for appropriate passive surveillance of the amphitheatre space from the pedestrian plaza. In relation to the potential for anti-social behaviour, while the amphitheatre will be built into a raised mound, this level change will not hinder positive overlooking of the space from the park and pedestrian plaza. In addition, directed lighting will ensure that the space is effectively illuminated, while minimising light spill towards the Gort Siar estate. Further detail regarding the lighting proposals is provided in the following section of this report.

One of the priorities of the design team was to create positive social spaces for teenagers in the park, while protecting and respecting residential amenity. It is submitted that the amphitheatre/outdoor classroom creates an informal social space and a learning space that meets the best practice design standards for both protecting residential amenity and creating positive social environments. These facilities were intentionally located in this area as it was determined that the path and amphitheatre would primarily be in use during the day and would support quieter activities.

Deliberate and carefully considered design trade-offs were made in response to the concerns raised by Gort Siar residents during the public consultation process in relation to residential amenity and tranquillity. As a result, measures such as planting and boundary screening have been incorporated into the design and will operate in tandem with other elements of the design, such as the biodiversity corridors, the lighting strategy (which has been developed to minimise light spill and support biodiversity), and the active travel network, to create an integrated, and context-appropriate scheme.

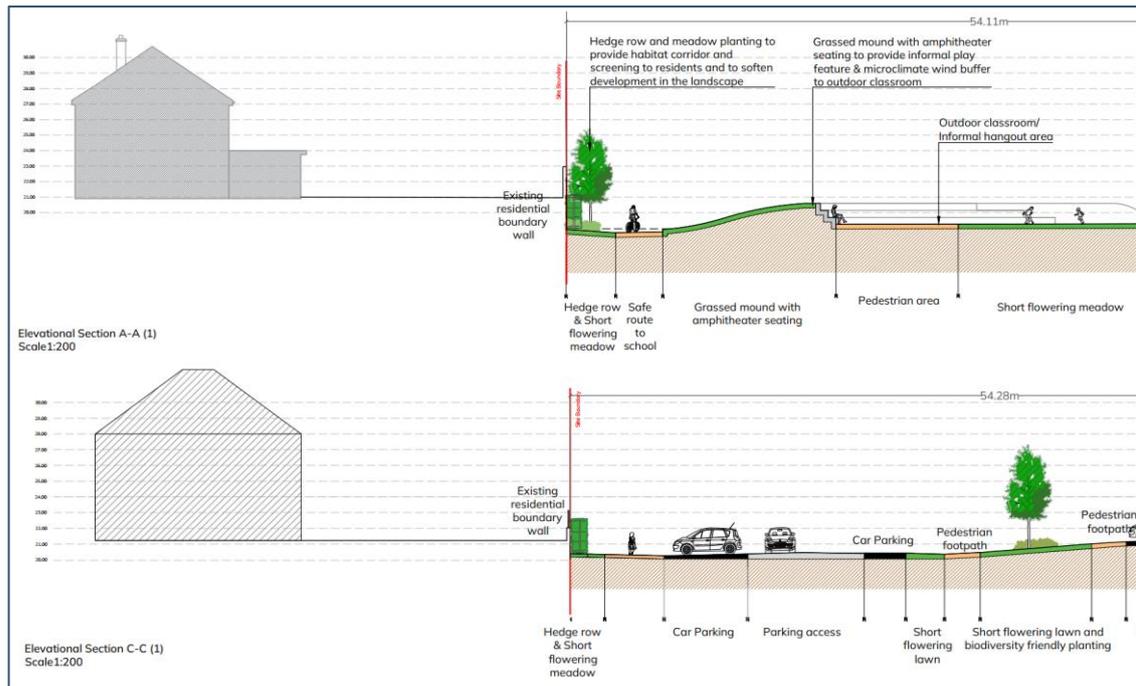


Figure 2-2: Extract of Landscape Drawing No. P612-KIN-LD-GA-102, submitted with the original application documentation, showing Section A-A and Section C-C around the site boundary with Gort Siar. Not presented to scale.



Figure 2-3: Example image of a *Prunus avium* 'Plena' tree.<sup>1</sup>

<sup>1</sup> Konrad Lackerbeck, CC BY-SA 2.5 <<https://creativecommons.org/licenses/by-sa/2.5/>>, via Wikimedia Commons

The Applicant also wishes to note that elements designed to provide visual and auditory screening along the boundary of the project with Gort Siar will also address the concerns relayed later in that submission about noise resulting from the multi-functional building, the sports pitch, and the parking area. These elements of the scheme benefit from an even greater setback distance from Gort Siar and have been deliberately positioned to minimise the potential for noise disturbance to the surrounding residential areas, including Gort Siar.

**In summary, the Applicant submits that the residential amenity and tranquillity of the Gort Siar residents have been thoroughly and carefully considered as part of the proposed design. The mitigation measures integrated into the project, comprising strategic layout decisions, generous separation distances, and layered visual and acoustic screening, as well as the orientation and placement of key features such as the amphitheatre / outdoor classroom, ensures that the potential for visual, acoustic and behaviour impacts are appropriately mitigated.**

## Lighting

**Lighting Drawing No. 24.2812 P-E101** was submitted with the original application documentation and is reproduced in **Figure 2-4** for convenience. The drawing illustrates the extent of illumination from the proposed floodlights. It clearly demonstrates that the lighting levels from the proposed floodlights will fall below 2 lux<sup>2</sup> before reaching the proposed parking area, even in the absence of any physical screening (e.g. the multi-functional building, the previously discussed boundary planting). **On this basis, it is not anticipated that the proposed flood lighting will give rise to adverse effects on the residential amenity for Gort Siar residents or any of the surrounding residences.**

**Lighting Drawing No. 24.2812 P-E100** illustrates the extent of illumination from the proposed streetlights and is reproduced in **Figure 2-5** for convenience. It is accompanied by the **Kingston Park Lighting Simulation Report**, which provides details on the types of proposed lighting for the public realm. Both documents were submitted with the original application documentation. In areas adjacent to the boundary with Gort Siar, lighting will be provided by lamp posts along the active travel path, within the amphitheatre, and throughout the parking area and plaza areas. These lamp posts are oriented away from the boundary with Gort Siar and employ modern LED fixtures compliant with Dark Sky design standards, ensuring that illumination is directed to where it is needed and that unnecessary light spill is minimised.

In addition, the level differences highlighted in the section above between the rear gardens of Gort Siar and the finished ground levels for the proposed development provide further passive screening. The proposed lamp posts are 4.6 metres high from ground level, which is less than 0.25 metres above the existing boundary wall shown in **Section A-A**. When combined with the directionality of the lighting fixtures, Dark Sky compliance, and the physical screening afforded by boundary treatments and planting, the Applicant is satisfied that the proposed public realm lighting will not result in adverse impacts on residential amenity.

Furthermore, it is noted that the concerns raised by residents in relation to the potential for anti-social behaviour must be considered alongside concerns regarding public lighting. It is acknowledged that appropriate public lighting is an essential component of safe and welcoming public spaces and serves to discourage anti-social behaviour.

**In conclusion, the proposed lighting strategy has been carefully designed to balance residential amenity protection with the creation of a safe, secure, and high-quality public park.**

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<sup>2</sup> 1 lux is equal to 1 lumen per square meter. 1 lumen is roughly equivalent to the amount of the light emitted from a single candle.



Figure 2-4: Extract of Lighting Drawing No. 24.2812 P-E101, submitted with the original application documentation, showing the illumination from the proposed floodlights. Not presented to scale.

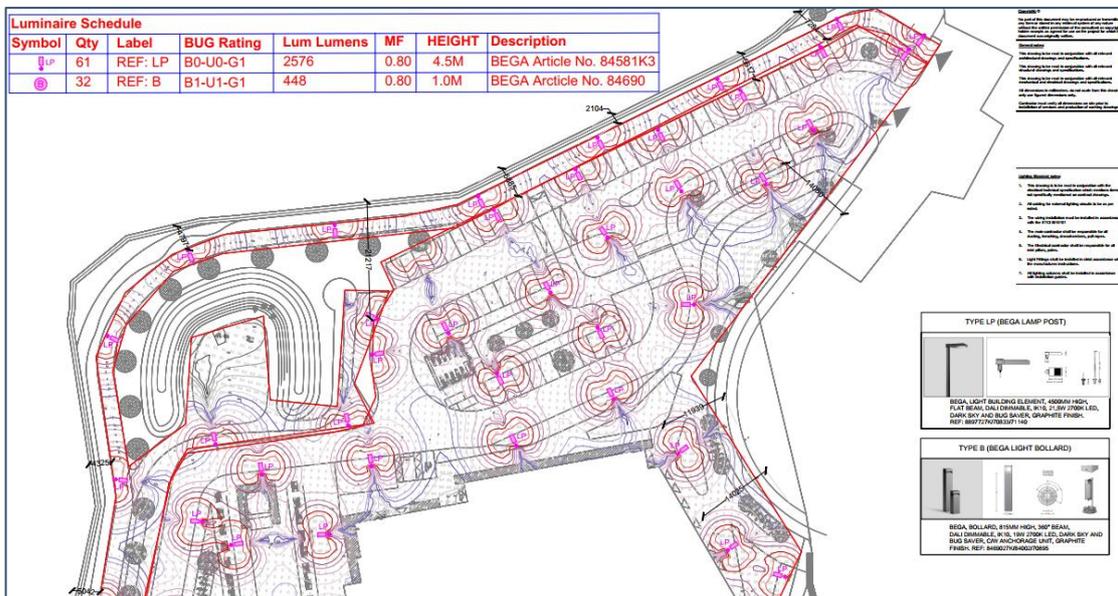


Figure 2-5: Extract of Lighting Drawing No. 24.2812 P-E100, submitted with the original application documentation, showing illumination from the proposed public lighting. Not presented to scale.

### Nature and Biodiversity

The potential effects of lighting on birds, as well as the ecological considerations associated with delivering the proposed 4G synthetic turf pitch, are addressed in detail in **Section 3.1.1** of this report, within the Applicant’s response to the submission by the Development Applications Unit. However, the Applicant wishes to briefly emphasise the strong design focus on creating robust biodiversity corridors, incorporating nature-based solutions, and implementing an extensive suite of mitigation measures to protect, support and enhance biodiversity throughout the sites. These measures have been embedded into the design of the proposed development and are specified in detail the **Landscape Design Report**, **Planning Report**, **Ecological Impact Assessment**, **Construction and Environmental Management Plan**, and **Engineering Planning Report** submitted with the original application documentation.

## Proposed Cafe

The hours of operation of the proposed café will not be determined until the detailed design and operations stage. It is intended that the café will operate in tandem with the multi-functional building, with its hours and activities focused on supporting the function of that facility. Due to the nature of its use, its operational hours will primarily be during daytime and early evening hours. For clarity, the Applicant confirms that there is **no intention to obtain a publican’s licence** for the café at Kingston Park.

## 2.4 Impacts of Millers Lane on Residential Amenity

Two submissions were received relating to the potential impacts of the proposed upgrades to Millers Lane on the residential amenity of neighbouring properties. These submissions were received from the observers below, who are immediate neighbours within the same three-dwelling terrace in Gort Gréine. Given the similarity of the issues raised and the shared spatial context, their concerns are addressed collectively in this section. The submissions were received from:

1. *Marie Moran*
2. *Mary Tynan*

The concerns raised by Marie Moran primarily focused on the location, sitting, and scale of the multi-functional building, and expressed concerns relating to:

- Potential loss of daylight.
- Potential negative visual impact.
- Potential overlooking and loss of privacy.
- Security and safety risks due to ancillary structures located near rear boundaries.
- Potential for anti-social behaviour.
- Placement and operation of the proposed bin store.

The submission from Mary Tynan primarily focused on the location and potential impacts of the storage shed on the northern boundary of the subject site. The submission also raised additional concerns relating to parking provision and potential traffic impacts associated with the proposed development.

### 2.4.1 Response

#### Location, Sitting, and Scale of the Multi-Functional Building

Both submissions raise concerns about the proposed multi-functional building. The observers contest that the building’s massing, scale, and character are inappropriate and out of character for the area, and that the separation distances are inadequate. Marie Moran also suggested alternative site layouts.

An extensive, detailed and well-publicised public consultation process was undertaken regarding the layout of the Millers Lane and Kingston Park sites. This process spanned almost one year, encompassed three public consultation events, and generated hundreds of submissions from across the community. The feedback received during the public consultation process was directly integrated into the constraints analysis and iterative design process. Several alternative options for the positioning of the multi-functional building in both parks were presented to the community. The most favoured option by the community resulted in proposed design for Millers Lane, which is before the Commission for consideration. The chosen location of the building has been carefully considered to respect residential amenity and deliver on the objectives of the project.

The separation distance of 40m between the building and the observers’ residences, identified by Marie Tynon, is substantially in excess of the 16m separation distance between opposing windows of habitable

rooms required by SPPR1 of the [Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities \(2024\)](#). The proposed building has no viewing terraces which would facilitate direct overlooking of adjacent residential properties. There is, therefore, no basis to conclude that the building would give rise to adverse overlooking or loss of privacy.

The scale, massing, and character of the building have specifically been considered and designed to align with the prevailing typologies and heights of the area. The use of multiple pitched roof forms has been designed as a visual call back to the predominant style of the surrounding residential developments, and to break up the overall mass of the building in line with the character of the area. Further details on the design of the proposed multi-functional building, and the consideration given to complementing the local character of the area are detailed in the **Architectural Design Statement**, which was submitted with the original application documentation.

On this basis, the Applicant submits that the concerns raised by the observers regarding the location, siting, and scale of the proposed multi-functional building at Millers Lane have been thoroughly and completely addressed in the original application documents and in this response.

### Proposed Storage and Bike Shed, and the Bin Store

In her submission, Mary Tynan raises a concern that the proposed storage shed, and bike store would exceed the height of her rear boundary wall. The Applicant wishes to clarify that this concern is not supported by the plans and particulars submitted with the application. **Dwg. 2412-QNA-XX-XX-DR-A-2040**, prepared by Quinn Architects and submitted with the original documentation, illustrates the plan, elevation, and section views of the proposed storage shed. This drawing is reproduced in **Figure 2-6** below for convenience.

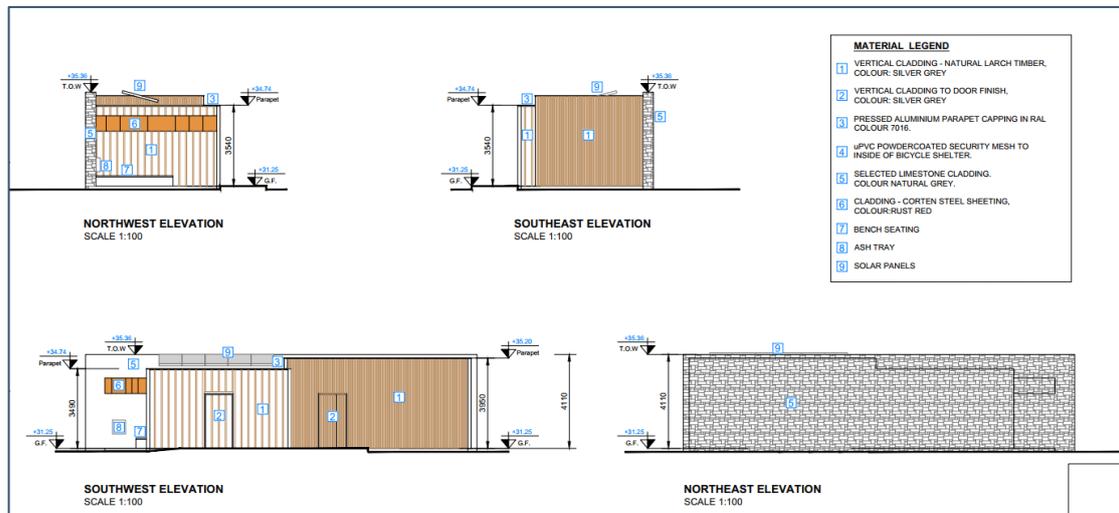


Figure 2-6: Extract of the elevations in Architectural Drawing No. 2412-QNA-XX-XX-DR-A-2040, submitted with the original application documentation, showing the proposed storage and bike shed. Not presented to scale.

The northeast elevation shows the rear of the proposed shed as viewed with the boundary wall in front of it. This drawing clearly indicates that the proposed shed will not exceed the height of the existing boundary wall. The only element that could marginally exceed the height of the existing boundary wall will be the rear of the solar panels, which face away from the observer's residence, by a height of 5cm. For context, this dimension is less than the length of the average human thumb. It is extremely unlikely to be visible from ground level due to the depth they are set back and the height difference, nor is it likely that it would be capable of casting a shadow over the wall due to its positioning.

The Applicant recognises and acknowledges the vital role of public bodies under Section 42(1) of the [Irish Human Rights and Equality Commission Act \(2014, as amended\)](#) and the [Equal Status Act \(2000, as amended\)](#), and recognises the concerns about accessibility that Marie Tynan has raised. However,

given that the proposed storage shed will not exceed the height of the boundary wall nor impact the residence in the manner feared, there is no basis to conclude that there will be any undue impact on residential amenity or Mary Tynan’s rights under the above-mentioned acts.

Marie Moran also raised concerns about the suitability of the location of the storage and bike shed, as well as the bin store. The observation states that equipment storage, secure bike storage, a smoking shelter, and a bin store are ‘fundamentally inappropriate uses at a residential interface’. The Applicant refutes this standard given that these are all key features of modern residential developments, and that in all instances suitable separation distances have been maintained between the dwellings and these sheds, alongside the more than suitably thorough visual and auditory screening provided by the stone boundary wall.



Figure 2-7: Google Street View imagery (August 2025) of the current rear boundary of Marie Moran and Mary Tynan's dwellings (outlined in red) with the Millers Lane site.

The Applicant would also like to note, should it bring peace of mind to Marie Moran or Mary Tynan, that the bin store, while still located and screened appropriately, is not located behind either of their properties. It is instead located a little more than 26m from their nearest property boundary. The location of the store is necessitated by both supporting access for refuse trucks, while also minimising the distance between the store and the multi-functional building that it serves for sanitation and cleanliness purposes. The store will suitably shield the refuse bins both visually and odour-wise, in line with best practice.

The Applicant acknowledges Marie Moran’s concerns about the storage/bike shed providing stepped access over their garden. However, given that the height of these structures is nearly the same as the existing wall and the building provides no new intentional or unintentional steps up to roof level, the risk of access being gained to their gardens would be no higher than it is presently. Recent imagery of the site shown in **Figure 2-7** indicates that there is currently a small hill leading up to the boundary wall. These levels will be reduced as part of the proposed works and replaced with the proposed shed.

The Applicant also acknowledges the concerns regarding the location of the smoking shelter. However, as addressed above, given the presence of the stone boundary wall and the separation distances maintained, it is not anticipated that undue noise, smoke drift, or other disturbance will impact on residential amenity of the surrounding residences.

All supporting buildings, including the storage shed, have been carefully located to ensure practicality of access. This was balanced against **a need for them to remain visually, auditorily, and olfactorily unobtrusive both inside and outside of the parks**. In Millers Lane, the change in ground levels from the adjacent housing to the north, and the park has been utilised to reduce the visual impact of these structures by placing them against what would have otherwise been a retaining wall and setting them into the boundary landscaping.

## Boundary Planting

Boundary planting has been designed similarly to Kingston Park to protect residential amenity, provide visual and acoustic screening, create biodiversity corridors, and support efficient and minimal maintenance regimes. A **Landscape Management and Maintenance Plan** for Millers Lane was submitted with the original application documents and specifies the management objectives and strategies for each of the seven Character Areas in Millers Lane. The boundary planting adjacent to the Observers' properties is defined as 'Zone 1 – Habitat Priority'. The management objectives state the following about this area:

*“Public lighting follows a dark-skies ethos to protect fauna and night sky, with timed operation inside restricted-access areas. Public access is encouraged on formal paths only; off-path disturbance is minimised through planting layout, desire-line management, and periodic messaging during establishment and sensitive seasons. Education on habitats and biodiversity is managed through signage and media channels to encourage a sense of stewardship and care.*

*Planting management focuses on ecologically timed cut-and-collect regimes, path legibility and invasive-species control. Following the cues-to-care ethos, pathways will have a 1-2m verge with a 6-week mowing regime to form 'frames' to wilder habitat areas. Particular attention is paid to maintenance at thresholds to busier areas and entrances. Seasonal interpretive signs will signal intentional stewardship while allowing a dynamic aesthetic. Monitoring is established to track habitat extent and condition, hedge continuity and woodland structure as well as to maintain bird and bat boxes.”*

## Lighting

As identified in the section above, lighting in 'Zone 1 – Habitat Priority' areas are to be carefully managed to protect fauna and the night sky. Timed operation of lighting inside restricted access areas will be employed. This will also benefit the surrounding residential amenity. The proposed lighting plans and lux levels for the proposed floodlights are shown in **Dwg. 24.2812 P-E103**, an extract of which is shown in **Figure 2-4**. The lux levels for the public lighting are shown in **Dwg. 24.2812 P-E104**, reproduced in **Figure 2-5**. Both drawings were submitted in the original application documentation.

While it acknowledged that a degree of light spill from the proposed floodlights may be perceptible at adjoining residences, it is submitted that there are already existing floodlights on the site. It is noted that no criticisms regarding the current operation of the existing floodlights were raised by the observers in their submissions. The Applicant submits that the proposed provision, which will enable the usage of the latest mitigation technologies and management practices, will not give rise to any additional adverse impacts on residential amenity of the surrounding residences.

With regard to light spill from the general public realm lighting, while it is acknowledged that a minor level of illumination may occur from the light post proposed along the Gort Gréine boundary, the lighting design demonstrates that levels at the observers' properties will not exceed 2 lux. This level of illumination is minimal and would be lower than the impact of the existing and proposed floodlights. It is anticipated that some of this will also be blocked by the boundary wall. In combination with the management regime discussed above, it is submitted that the impact on residential amenity of the proposed lighting regime is minimal and in line with **Policy 9.7 Light Pollution** and **Policy 11.3 – Residential Amenity (Lighting)** of the Galway City Development Plan 2023-2029.

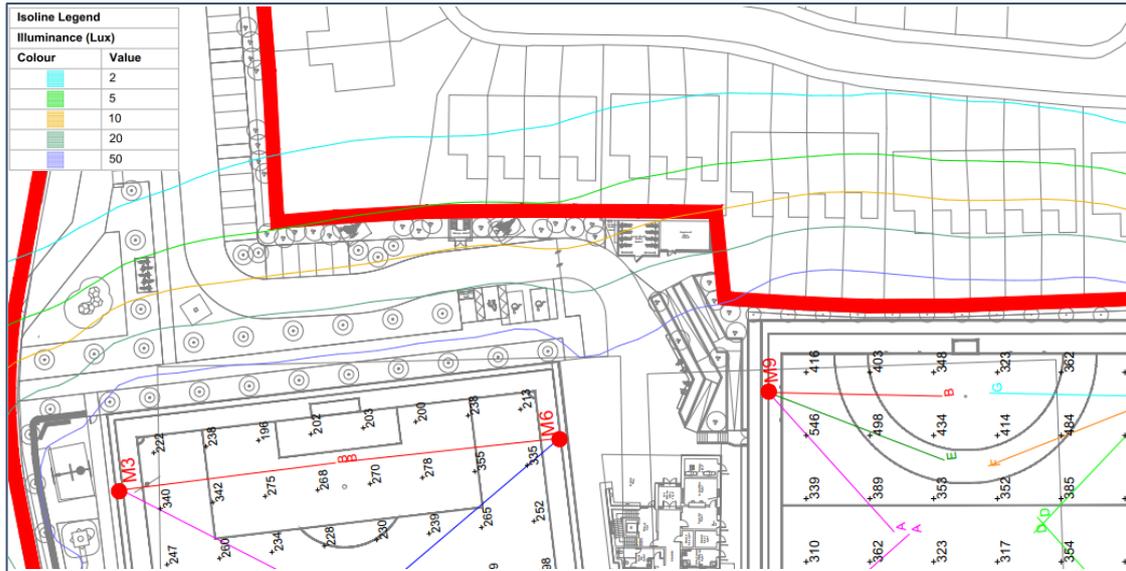


Figure 2-8: Extract of Lighting Drawing No. 24.2812 PE103, submitted with the original application documentation, showing the illumination from the proposed floodlights. Not presented to scale.

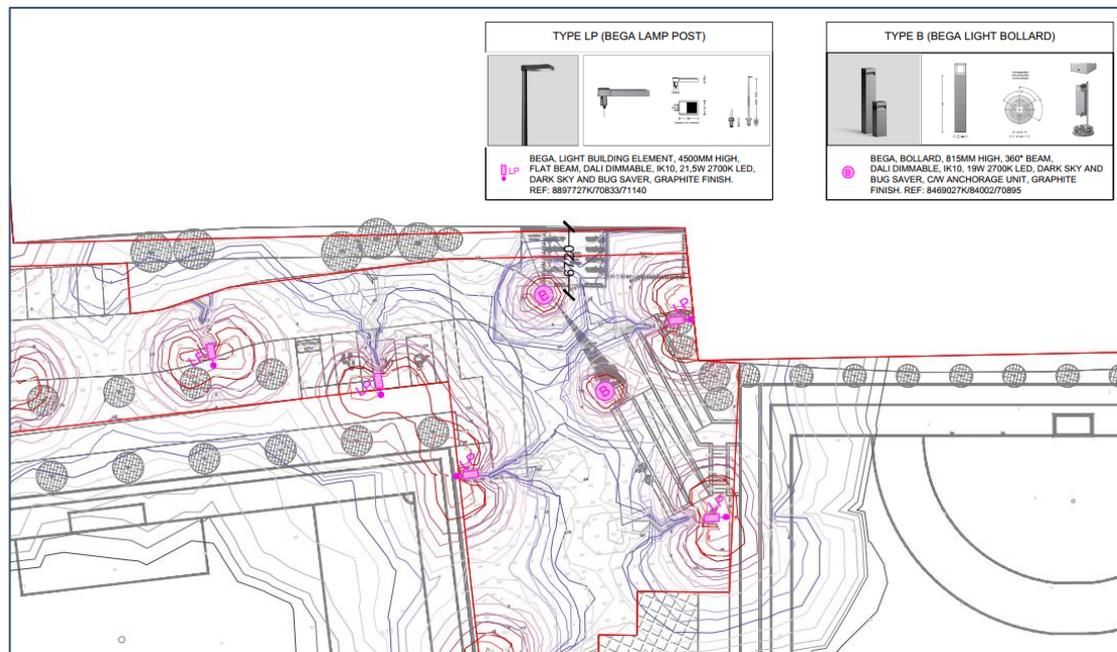


Figure 2-9: Extract of Lighting Drawing No. 24.2812 PE102, submitted with the original application documentation, showing the illumination from the proposed public lighting. Not presented to scale.

## Parking and Traffic

The parking and traffic provisions for Kingston Park and Millers Lane have been discussed in detail in **Section 6.5.3** of the Planning Report submitted with the application. The proposed parking provision is in line with the Development Management standards of the GCDP 2023-2029, which identifies *maximum* parking provisions. Additionally, as was identified in **Section 2.3.1** of this response, there is a robust active travel network which is actively being delivered throughout the Knocknacarra area, including on Gort na Bró, the Western Distributor Road, and Millers Lane itself. Alongside the **Mobility Management Plan**, it is considered that there is sufficient provision for alternative means of transport to support the proposed development.

There is provision for 27 no. car parking spaces within the proposed development at Millers Lane, in addition to 2 no. coach drop off spaces, and 3 no. motorcycle space. Car parking is provided at 1 space

per 50m<sup>2</sup>; **this provision is in line with the Development Management Standards in Chapter 15 of the GCDP for Parking.**

With regard to the reference made by Marie Moran to Galway City Council Pln. Ref. 21/297 application, the Applicant notes that the 101 parking spaces provided under that submission served the entire Dominican College campus, rather than the hockey pitch alone. Furthermore, that decision was determined under the previous development plan and a different national policy context, which did not have the same emphasis on reducing private car reliance and supporting sustainable mobility. For these reasons, it is not considered that this is an appropriate or directly comparable precedent for the proposed development.

### 3. **RESPONSE TO SUBMISSIONS BY PRESCRIBED BODIES**

#### 3.1 **Department of Housing, Local Government and Heritage – Development Applications Unit**

The Development Applications Unit (DAU) provided a detailed submission on matters primarily relating to archaeology and nature conservation. In terms of archaeology, the DAU broadly agree with the findings of Archaeological Screening Reports. They suggested that any grant is subject to 11 no. conditions relating to pre-development archaeological test excavation and construction stage monitoring. In terms of nature conservation, the DAU emphasised the importance of protecting bats from excessive lighting, protecting migrating birds, supporting water quality and preventing pollution, and ensuring specific and enforceable mitigation measures.

##### 3.1.1 **Response**

###### **Bats and Lighting**

**Appendix 6 of the Ecological Impact Assessment (EclA)** sets out detailed recommendations for bat-sensitive lighting design. These recommendations have been incorporated into the Lighting Design Pack prepared by Moloney Fox Consulting.

Existing floodlighting is currently present at Millers Lane serving the sports pitches, along with 1 m high bollard lighting along the eastern and southern boundaries. No artificial lighting currently occurs within Kingston Park. The proposed lighting scheme for both areas has been specifically designed to minimise impacts on bats and includes low-spill, energy-efficient LED luminaires with a warm colour temperature of 2700K–3000K, mounted on 4–4.5 m columns. The layout has been carefully designed to avoid direct illumination of key ecological features, including the linear features located to the east, west and south.

These design choices are in line with ILP Guidance (E3 Environmental Zone) and help to minimise light spill, sky glow, and glare. As a reminder the following measures are to be implemented:

- Floodlighting will only be used between September and April (i.e. Outside the main bat activity period) and must be turned off within one hour after matches or training sessions, controlled either by a timer or under strict caretaker management. The colour temperature will be no more than 3000K.
- All other column and bollard lighting throughout the sites will be 2700k and no light is emitted into the upper half-space of the luminaire
- Dark zones will be maintained to the south, east and west of Kingston Park (as seen within Landscape Plan in Drawing P612-KIN-LD-GA-101) with full cut-off, baffles & tight

spill controls, no column lighting and  $\leq 0.5-1$  lux at the edge with 0 lux in core dark areas.

Collectively, these measures ensure that bat commuting routes and foraging areas are maintained, habitat fragmentation is avoided, and lighting impacts are minimised in accordance with best practice guidance.

## Birds

Six dedicated wintering bird surveys were carried out at the Proposed Development site on 23<sup>rd</sup> of October, 14<sup>th</sup> of November and 4<sup>th</sup> of December 2024, and the 24<sup>th</sup> of January, 24<sup>th</sup> of February and 26<sup>th</sup> of March 2025. These surveys were undertaken in line with the following survey methodology: Irish Wetland Bird Survey (2021) and Lewis and Tierney (2014). Recommendations from the relevant TII guidance, ‘Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes’ and ‘Guidelines for Assessment of Ecological Impacts of National Roads Schemes’ were also taken into consideration. Following this guidance, only birds that are recorded actively using the site (i.e. for foraging, roosting and maintenance behaviours) are considered target species. No raptors or birds of prey that could be airborne and foraging on the site were recorded.

Wintering bird surveys at Millers Lane, and breeding bird surveys at Kingston Park and Millers Lane recorded use of the sites by protected bird species. In the case of wintering birds at Millers Lane, repeat surveys showed usage of the site periodically and it is highly likely that these bird species are not dependent on the habitats within the Proposed Development site. These individuals were recorded using the amenity grassland habitat within the site. The area of amenity grassland being lost as a result of the Proposed Development is small, and other instances of this habitat are present in the vicinity of the site. Additionally, as the Proposed Development consists largely of landscaping works, and the proposed buildings will be of similar height to adjacent structures, it is not anticipated that the Proposed Development will cause significant disruption to birds commuting over the site. Therefore, the impact on protected wintering birds, including Special Conservation Interests (SCI) species of Inner Galway Bay Special Protection Area (SPA) is not considered significant.

Three dedicated breeding bird surveys were undertaken at the proposed development site on the 17<sup>th</sup> of April, 13<sup>th</sup> of May and 13<sup>th</sup> of June 2025. Survey methodology followed NRA (2009) Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes, which recommends a ‘scaled-down’ survey protocol bases upon the specifications of the Common Bird Census (CBC) methodology. All birds were counted using the ‘look-see’ method, whereby all birds present within a predefined area are counted (Bibby *et al.*, 2000).

The impact on breeding birds within the site of the proposed development was considered. Suitable habitat for breeding birds including hedgerow and treelines will be retained as part of the design where possible. Additional tree and hedgerow planting is also proposed to offset loss of suitable habitats.

In terms of disturbance, Millers Lane is currently in use as a public park, and any increase in disturbance as a result of the proposed development is not considered significant. Kingston Park is a green field site located in an urban environment. The nature of the site as a green open space will be largely retained. Additionally, most birds recorded during the breeding bird surveys were small and medium passerines that are common in the urban environment and habituated to current levels of human disturbance on site that will not increase significantly as a result of the Proposed Development.

## Water Quality and Pollution Prevention

The site-specific mitigation, monitoring and incident response procedures are clearly outlined in **Section 3 and Section 4 of the CEMP**. These measures will ensure that there will be no adverse effects on water or water quality as a result of the construction phase of the Proposed Development.

In addition, good construction practices will be implemented at the site to ensure minimal risk. As outlined in **Section 4 of the CEMP**, the main contractor will appoint an Environmental Manager for the course of the construction works. The primary roles of the Environmental Manager will be to undertake inspections and reviews to ensure the works are carried out in compliance with the CEMP. This will involve monitoring all proposed/required environmental mitigation measures to ensure that they are being implemented.

An Ecological Clerk of Works (EcOW) will also be present at the site to supervise all works in relation to invasive species removal. This is outlined in detail in **Section 3.6 of the CEMP**. The Applicant submits that the proposed mitigation measures are sufficiently specific and enforceable, and that the concerns of the DAU have been addressed.

## 3.2 Transport Infrastructure Ireland

Transport Infrastructure Ireland (TII) indicated it has no specific observations to make in respect of the application.

### 3.2.1 Response

Galway City Council notes this position and welcomes the confirmation that the proposed development meets the relevant TII standards and guidance, where relevant.

## 3.3 Uisce Éireann

Uisce Éireann (UÉ) noted Galway City Council's engagement via the pre-connection enquiry process and confirmed the feasibility of servicing the Millers Lane site (Ref. CSD25006216) was issued to the Applicant. UÉ has also requested that any grant of approval include conditions relating to the future provision of water and wastewater connections, as well as compliance with UÉ's Standard Details and Codes of Practice.

### 3.3.1 Response

The Applicant wishes to note that engagement was undertaken with UÉ for the Kingston Park site via a pre-connection enquiry and that a Confirmation of Feasibility has subsequently been issued (Ref. CDS25006296). A copy of the Kingston Park Confirmation of Feasibility is included in **Appendix 1** of this report. Accordingly, it has been confirmed by UÉ that the entirety of the proposed development, both Kingston Park and Millers Lane, has secured a Confirmation of Feasibility for the provision of water and wastewater connections, with no infrastructure upgrades required by UÉ.

Additionally, Galway City Council confirms it would be willing to accept and comply with the standard conditions proposed by UÉ, should the Commission consider them appropriate and decide to grant approval for the proposed development.

4.

## CONCLUSION

It is submitted to An Coimisiún Pleanála that all matters raised in the 14 no. submissions received on the application have been fully addressed through the original application documentation and the responses set out in this report. For clarity, the breakdown of submissions received on this application is as follows:

- **7 submissions** – Letters of support from community groups and clubs.
- **1 submission** – From a community group identifying matters which were addressed during the non-statutory public consultation process and in the previously submitted application documentation.
- **2 submissions** – From statutory consultees identifying no issues, and/or recommending standard conditions.
- **1 submission** – From a statutory consultee raising matters which are addressed in the previously submitted application documentation and recommending standard conditions.
- **3 submissions** – From residents identifying matters that are addressed in the previously submitted application documentation and in this response.

The Applicant respectfully submits that this level of support, and the relatively limited degree of opposition, is exceptional for a project of this scale and public significance, particularly one located in close proximity to a substantial number of residential properties. It is submitted that this is representative of the high calibre of work undertaken by Galway City Council and the Design Team throughout the project's development, as well as the community-led nature of the design process.

Therefore, the Applicant submits that the proposed development benefits from the strong backing of the majority of the local community, and that all concerns raised by observers have been managed as appropriately as possible through the proposed design. The resulting design represents a balanced, thoughtful, and community-driven proposal that meets local needs while safeguarding residential amenity and delivering high-quality public and recreational spaces for the wider area.



## **APPENDIX 1**

### **UISCE ÉIREANN CONFIRMATION OF FEASIBILITY FOR KINGSTON PARK**

## CONFIRMATION OF FEASIBILITY

Matthew Greene

Punch Consulting Engineer  
Carleycon House, Main Street  
Oranmore Co Galway  
H91T026

28 November 2025

**Uisce Éireann**  
Bosca OP 448  
Oifig Sheachadta na  
Cathrach Theas  
Cathair Chorcaí

**Uisce Éireann**  
PO Box 448  
South City  
Delivery Office  
Cork City

[www.water.ie](http://www.water.ie)

**Our Ref: CDS25006296 Pre-Connection Enquiry**  
**Kingston Park, Western Distributor Road, Knocknacarra, Galway**

Dear Applicant/Agent,

### **We have completed the review of the Pre-Connection Enquiry.**

Uisce Éireann has reviewed the pre-connection enquiry in relation to a Water & Wastewater connection for a Business Connection of 1 unit(s) at Kingston Park, Western Distributor Road, Knocknacarra, Galway, (the **Development**).

Based upon the details provided we can advise the following regarding connecting to the networks;

- **Water Connection** - Scenario 1: Feasible without infrastructure upgrade by Uisce Éireann
- **Wastewater Connection** - Scenario 1: Feasible without infrastructure upgrade by Uisce Éireann

**Stiúthóirí / Directors:** Niall Gleeson (POF / CEO), Jerry Grant (Cathaoirleach / Chairperson), Gerard Britchfield, Liz Joyce, Michael Nolan, Patricia King, Eileen Maher, Cathy Mannion, Paul Reid, Michael Walsh.

**Oifig Chláraithe / Registered Office:** Teach Colvill, 24-26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24-26 Talbot Street, Dublin, Ireland D01NP86

Is cuideachta ghníomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Uisce Éireann is a designated activity company, limited by shares.

Cláraithe in Éirinn Uimh.: 530363 / Registered in Ireland No.: 530363.

This letter does not constitute an offer, in whole or in part, to provide a connection to any Uisce Éireann infrastructure. Before the Development can be connected to our network(s) you must submit a connection application and be granted and sign a connection agreement with Uisce Éireann.

As the network capacity changes constantly, this review is only valid at the time of its completion. As soon as planning permission has been granted for the Development, a completed connection application should be submitted. The connection application is available at [www.water.ie/connections/get-connected/](http://www.water.ie/connections/get-connected/)

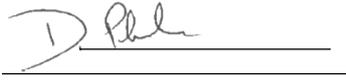
### **Where can you find more information?**

- **Section A** - What is important to know?
- **Section B** - Details of Uisce Éireann's Network(s)

**This letter is issued to provide information about the current feasibility of the proposed connection(s) to Uisce Éireann's network(s). This is not a connection offer and capacity in Uisce Éireann's network(s) may only be secured by entering into a connection agreement with Uisce Éireann.**

For any further information, visit [www.water.ie/connections](http://www.water.ie/connections), email [newconnections@water.ie](mailto:newconnections@water.ie) or contact 1800 278 278.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D Phelan', is positioned above a horizontal line. The signature is written in a cursive style with a large initial 'D'.

**Dermot Phelan**  
**Connections Delivery Manager**

## Section A - What is important to know?

What is important to know?	Why is this important?
<b>Do you need a contract to connect?</b>	<ul style="list-style-type: none"> <li>• Yes, a contract is required to connect. This letter does not constitute a contract or an offer in whole or in part to provide a connection to Uisce Éireann's network(s).</li> <li>• Before the Development can connect to Uisce Éireann's network(s), you must submit a connection application <u>and be granted and sign</u> a connection agreement with Uisce Éireann.</li> </ul>
<b>When should I submit a Connection Application?</b>	<ul style="list-style-type: none"> <li>• A connection application should only be submitted after planning permission has been granted.</li> </ul>
<b>Where can I find information on connection charges?</b>	<ul style="list-style-type: none"> <li>• Uisce Éireann connection charges can be found at: <a href="https://www.water.ie/connections/information/charges/">https://www.water.ie/connections/information/charges/</a></li> </ul>
<b>Who will carry out the connection work?</b>	<ul style="list-style-type: none"> <li>• All works to Uisce Éireann's network(s), including works in the public space, must be carried out by Uisce Éireann*.</li> </ul> <p>*Where a Developer has been granted specific permission and has been issued a connection offer for Self-Lay in the Public Road/Area, they may complete the relevant connection works</p>
<b>Fire flow Requirements</b>	<ul style="list-style-type: none"> <li>• The Confirmation of Feasibility does not extend to fire flow requirements for the Development. Fire flow requirements are a matter for the Developer to determine.</li> <li>• <b>What to do?</b> - Contact the relevant Local Fire Authority</li> </ul>
<b>Plan for disposal of storm water</b>	<ul style="list-style-type: none"> <li>• The Confirmation of Feasibility does not extend to the management or disposal of storm water or ground waters.</li> <li>• <b>What to do?</b> - Contact the relevant Local Authority to discuss the management or disposal of proposed storm water or ground water discharges.</li> </ul>
<b>Where do I find details of Uisce Éireann's network(s)?</b>	<ul style="list-style-type: none"> <li>• Requests for maps showing Uisce Éireann's network(s) can be submitted to: <a href="mailto:datarequests@water.ie">datarequests@water.ie</a></li> </ul>

<p><b>What are the design requirements for the connection(s)?</b></p>	<ul style="list-style-type: none"> <li>The design and construction of the Water &amp; Wastewater pipes and related infrastructure to be installed in this Development shall comply with <b><i>the Uisce Éireann Connections and Developer Services Standard Details and Codes of Practice</i></b>, available at <a href="http://www.water.ie/connections">www.water.ie/connections</a></li> </ul>
<p><b>Trade Effluent Licensing</b></p>	<ul style="list-style-type: none"> <li>Any person discharging trade effluent** to a sewer, must have a Trade Effluent Licence issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended).</li> <li>More information and an application form for a Trade Effluent License can be found at the following link: <a href="https://www.water.ie/business/trade-effluent/about/">https://www.water.ie/business/trade-effluent/about/</a></li> </ul> <p>**trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended)</p>

## Section B – Details of Uisce Éireann’s Network(s)

The map included below outlines the current Uisce Éireann infrastructure adjacent the Development: To access Uisce Éireann Maps email

[datarequests@water.ie](mailto:datarequests@water.ie)



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**Note:** The information provided on the included maps as to the position of Uisce Éireann’s underground network(s) is provided as a general guide only. The information is based on the best available information provided by each Local Authority in Ireland to Uisce Éireann.

Whilst every care has been taken in respect of the information on Uisce Éireann’s network(s), Uisce Éireann assumes no responsibility for and gives no guarantees, undertakings or warranties concerning the accuracy, completeness or up to date nature of the information provided, nor does it accept any liability whatsoever arising from or out of any errors or omissions. This information should not be solely relied upon in the event of excavations or any other works being carried out in the vicinity of Uisce Éireann’s underground network(s). The onus is on the parties carrying out excavations or any other works to ensure the exact location of Uisce Éireann’s underground network(s) is identified prior to excavations or any other works being carried out. Service connection pipes are not generally shown but their presence should be anticipated.